

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Bowie-Huntington Survey District Inventory Number: PG-71B-2
Address: 7th-13th, Maple, Chestnut, Zug Rds., Brady and M City: Bowie Zip Code: 20715, 20720
County: Prince George's USGS Topographic Map: Laurel
Owner: Multiple Is the property being evaluated a district? X yes
Tax Parcel Number: n/a Tax Map Number: n/a Tax Account ID Number: n/a
Project: Baltimore-Washington Maglev Amtrak Agency: MTA
Site visit by MHT staff: X no ___ yes Name: _____ Date: _____
Is the property is located within a historic district? ___ yes X no

If the property is within a district

District Inventory Number: _____

NR-listed district ___ yes Eligible district ___ yes Name of District: _____

Preparer's Recommendation: Contributing resource ___ yes ___ no Non-contributing but eligible in another context ___ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible X yes ___ no

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Documentation on the property/district is presented in: MIHP survey forms for PG-71B-2 (1986, 1988, 1992), Historic Town of Bowie tour booklet

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The old downtown area of Bowie has previously been studied as an MHT survey district, using various boundaries developed by the Prince George's County planning office. Surveys were completed in 1986, 1988, 1992 and 1996. No determination of eligibility was made for these four survey areas or most of the contributing resources that were identified within them. The Bowie Railroad Buildings (PG: 71B-2-9) are listed on the National Register and are also under easement to MHT.

An expanded survey district was developed for the purposes of the current Maglev survey project. This boundary includes early- to mid-twentieth-century bungalows and commercial buildings along the outer fringes of town (Zug Road, Chestnut Street between 7th and 9th; Brady Avenue). Boundaries of the survey district are recommended as follows: 7th, 8th, 9th, 10th, 11th, 12th, 13th streets between Brady and Myrtle avenues; Maple and Chestnut between 7th and 13th; Brady Avenue, Zug Road straddling the railroad tracks, and Myrtle Avenue.

Within this survey district, one contiguous area is recommended eligible as a district, and eleven individual resources are recommended eligible as contributing resources to this district. Two of these resources, the William Luers House at 12900 10th Street (PG: 71B-14) and the Thirles Bungalow at 12906 10th Street (PG: 71B-2-28) are recommended individually eligible. The Bowie Railroad Buildings are also a contributing element. Individual resources that lie within the recommended-eligible

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X

Eligibility not recommended ___

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

MHT Comments

Andrew Lewis ✓
Reviewer, Office of Preservation Services

Bluntz
Reviewer, NR Program

8/14/03

Date
8/15/03

Date

NR-ELIGIBILITY REVIEW FORM

Bowie-Huntington Survey District

Page 2

district but are outside the area of potential effect (APE) of the Maglev project were not evaluated for eligibility. The recommended-eligible historic district boundaries are smaller than those of the recommended expanded survey district boundaries due to the large amount of modern in-fill that has taken place, particularly in the southeastern section of town; and due to a general loss of integrity in some early-twentieth-century resources.

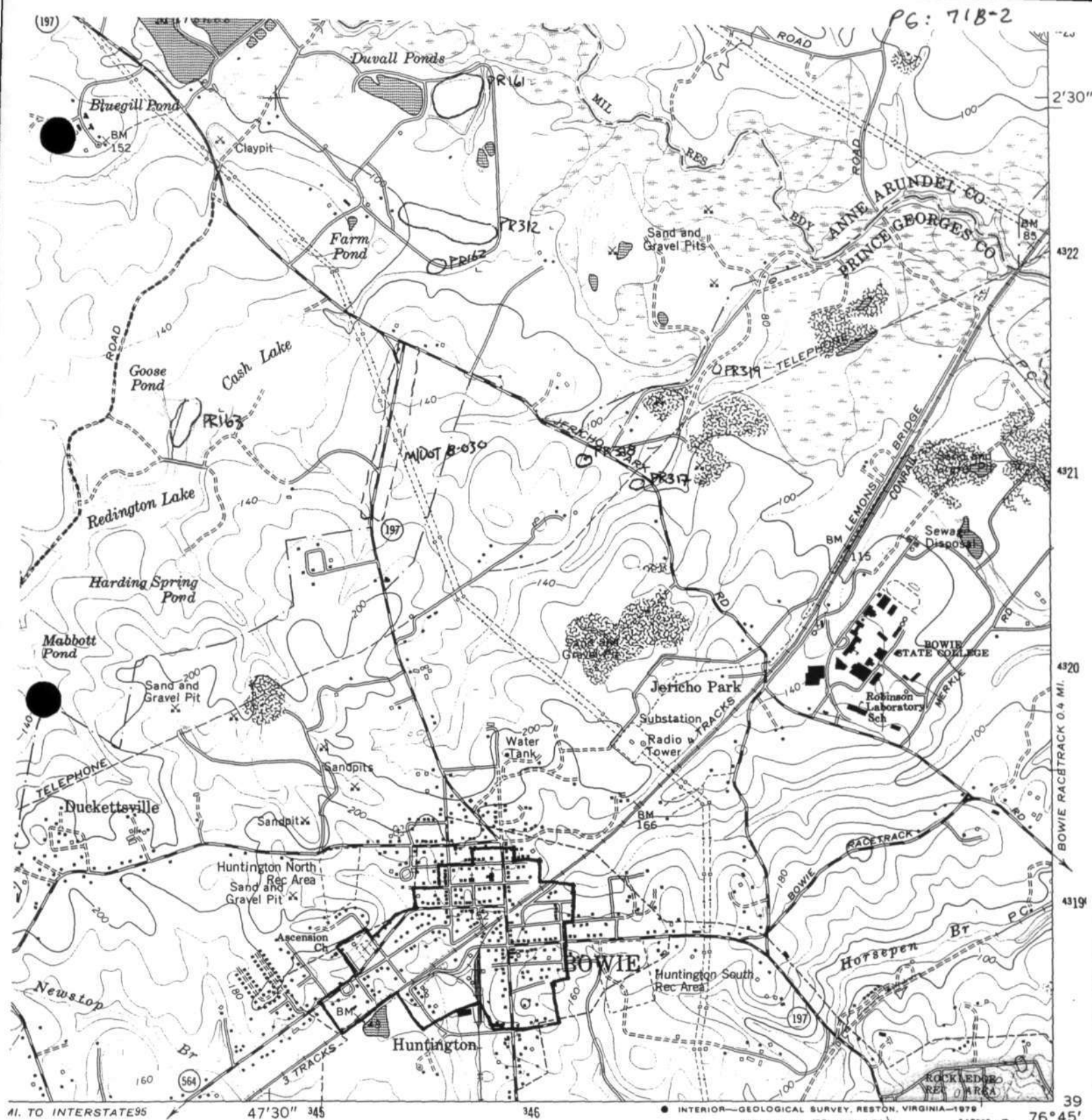
Within the APE of the MAGLEV project stand the following previously-individually-surveyed properties which are contributing resources to the recommended-eligible Bowie-Huntington Historic District: PG-71B-2-21 (Country Lace Antiques/Guy Bell House, 8520 Chestnut Avenue); PG-71B-2-9 (Bowie Railroad Buildings); PG-71B-2-26 (12819 10th Street); PG-71B-2-27 (12820 10th Street); PG-71B-14 (William Luers House); PG-71B-2-28 (Thirles Bungalow, 12906 10th Street); PG-71B-2-25 (Kaufman House/Ryon-Burroughs House, 8606 Maple Avenue); PG-71B-2-22 (8610 Maple Avenue); PG-71B-2-24 (Twin Houses, 8616 and 8618 Maple Avenue); PG-71B-2-30 (Bowie Fire House); PG-71B-2-31 (Bowie Post Office); and PG-71B-2-7 (Bowie School).

The present historic downtown section of Bowie was founded as Huntington City, a late-nineteenth-century railroad town along the Washington Branch of the Baltimore and Potomac Railroad. Platted in 1870 at the proposed junction of the Washington and Popes Creek lines, it predated completion of the railroad by two years. Lots were purchased quickly and a small community of homes, shops, businesses, churches, and a hotel grew up around the original railroad buildings. Both black and white families settled in town, including a number of German families and railroad employees, and a distinct commercial nucleus had developed by 1880. The depot was almost immediately known as Bowie Station, named for Oden Bowie, president of the B & P Railroad and governor of Maryland from 1869 to 1872. The community adopted the name Bowie within a decade of the town's founding, and continued to thrive into the twentieth century. A devastating fire in 1910 leveled many downtown commercial buildings, many of which were later rebuilt. Bowie was incorporated in 1916. The little town's position at an important rail junction ensured its survival and growth into the interwar era.

By the 1940s, with the advent of improved highways and widespread automobile use, the importance of the railroad in American life was declining. The old Bowie depot was torn down in the 1930s, leaving a few small railroad buildings in its place. New suburbs of Washington and Annapolis began to develop along major roads away from railroad lines, and in the 1950s the Levitt Corporation began building a new subdivision four miles south of Bowie's historic core. Other subdivisions followed over the next 50 years, and these subdivisions were annexed (along with the original town) into a larger City of Bowie. The commercial district soon shifted to the south to serve the new residential developments, and the old downtown declined. However, in recent years, a new appreciation for the town's history has resulted in the formation of the Huntington Heritage Society, several surveys of the town's older buildings, and the rescue and restoration of the Bowie Railroad Buildings.

Today, the original Bowie-Huntington downtown area retains a wide range of commercial and residential building styles and types reflective of its development and growth into the twentieth century. The surviving buildings represent vernacular architectural styles popular in small towns nationwide between the 1870s and 1940s, and collectively paint a vivid portrait of the history of a small railroad town. Despite modernization of many buildings and some infill, which is more pronounced on the residential outskirts of the recommended-eligible district, the quiet old downtown retains considerable integrity of appearance, setting and feeling. The Bowie-Huntington Survey District is recommended NRHP eligible under criteria A and C.

Prepared by: Kate Farnham, John Milner AssociatesDate Prepared: 10/16/2002



1 MILE
000 6000 7000 FEET
1 KILOMETER

PG: 71B-2 BOWIE-HUNTINGTON SURVEY DISTRICT EXPANDED SURVEY BOUNDARIES

2002



QUADRANGLE LOCATION

Boundary lines shown in purple compiled from latest information available from the controlling authority

Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1977 and other source

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———
Medium-duty - - - - - Unimproved dirt - - - - -



U. S. Route



State Route



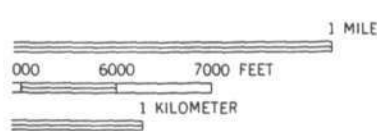
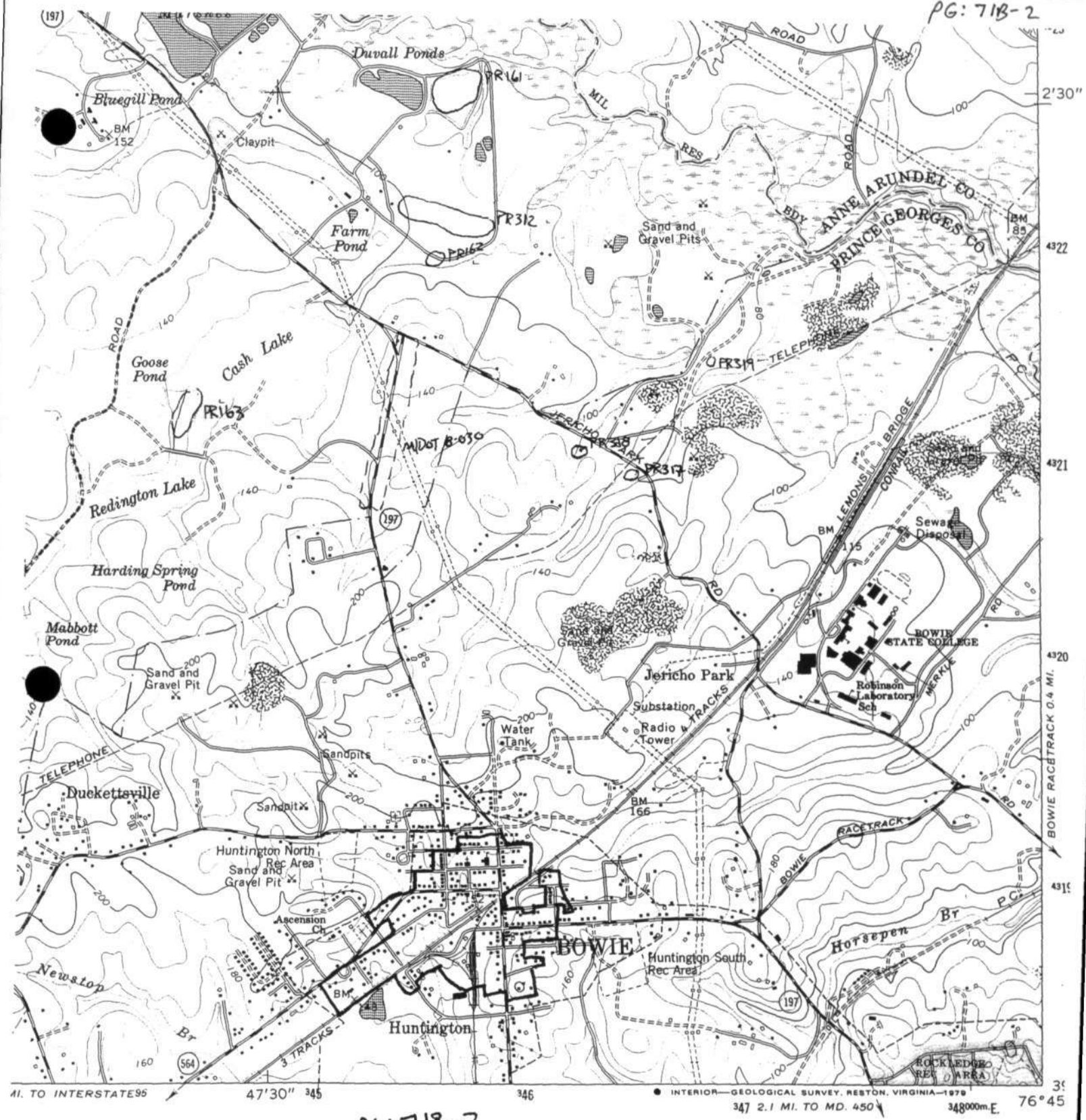
Interstate Route

LAUREL, MD.

N3900—W7645/7.5

1965
PHOTOREVISED 1979
AMS 5662 III SE—SERIES V833

VIRGINIA 22092
S AVAILABLE ON REQUEST



PG: 71B-2
BOWIE - HUNTINGTON SURVEY DISTRICT
RECOMMENDED ELIGIBLE
BOUNDARIES
2002



QUADRANGLE LOCATION

Boundary lines shown in purple compiled from latest information available from the controlling authority

Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1977 and other source

ROAD CLASSIFICATION

- | | |
|------------------|-----------------|
| Heavy-duty | Light-duty |
| Medium-duty | Unimproved dirt |
| U. S. Route | State Route |
| Interstate Route | |

LAUREL, MD.

N3900—W7645/7.5

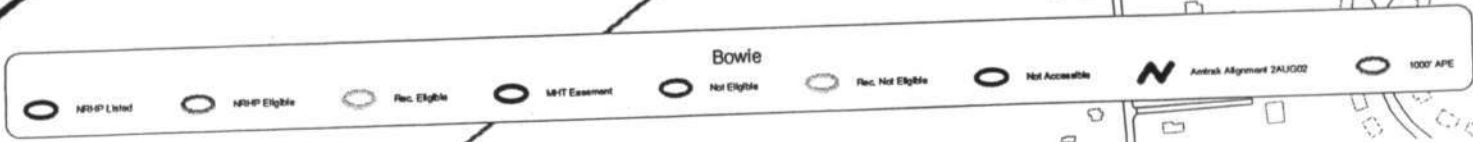
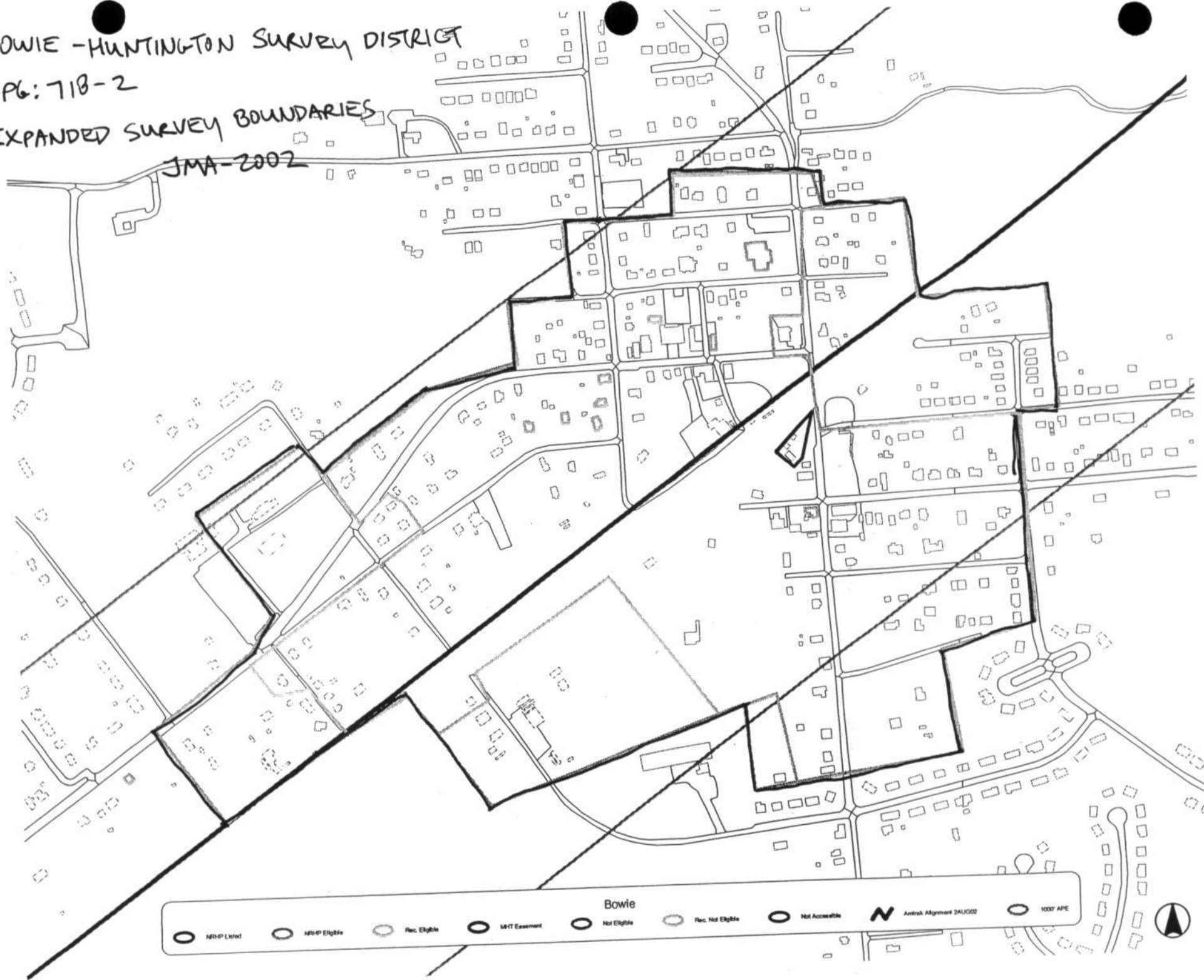
1965
PHOTOREVISED 1979
AMS 5662 III SE—SERIES V833

BOWIE - HUNTINGTON SURVEY DISTRICT

PG: 718-2

EXPANDED SURVEY BOUNDARIES

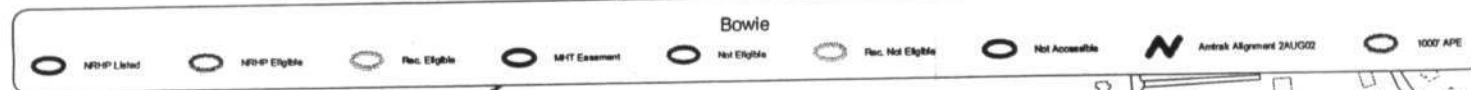
JMA-2002

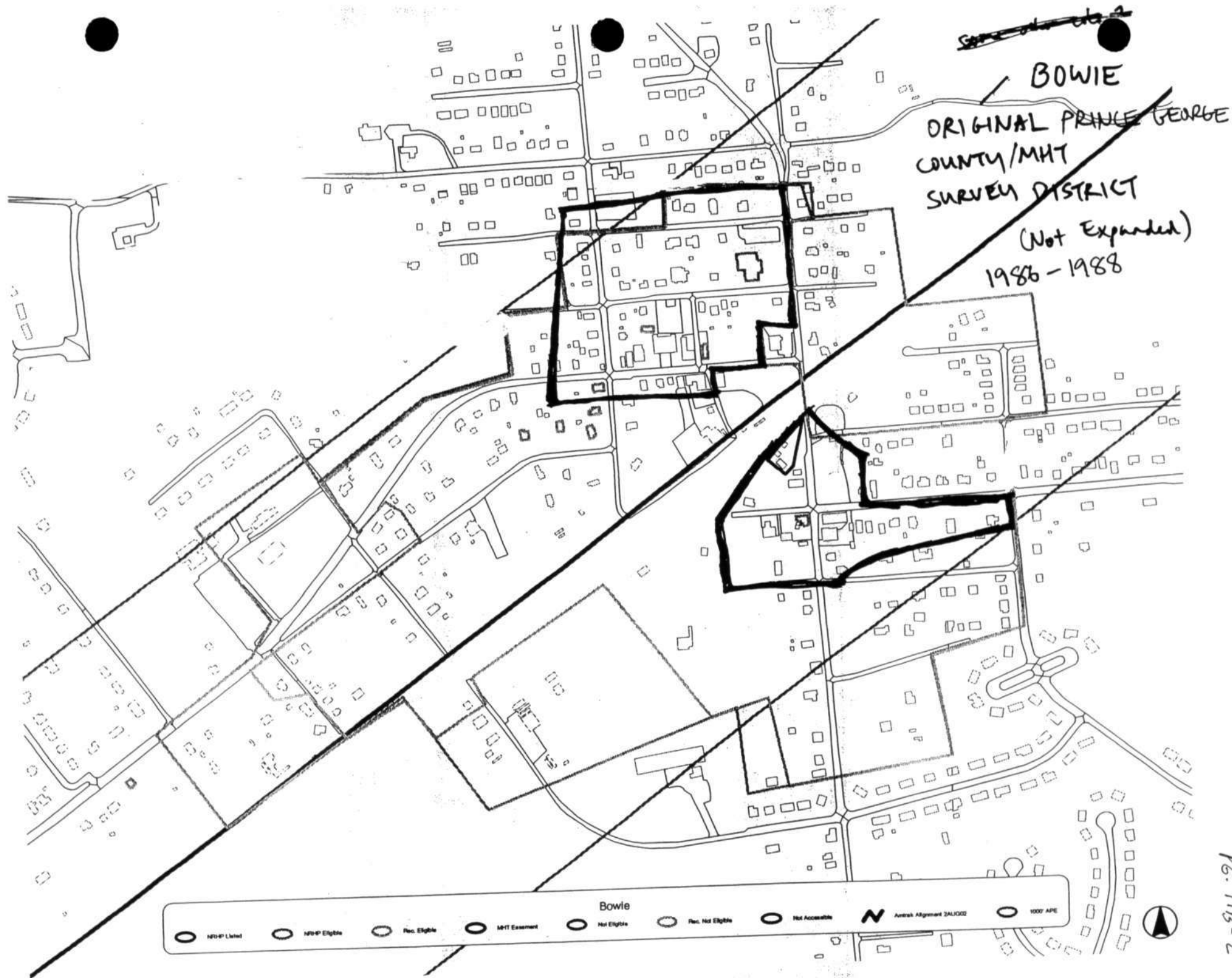


Note: Wrong APE

BOWIE-HUNTINGTON SURVEY DISTRICT
BOWIE

New
Boundaries
Area Rec. Eligible
JMA-2002

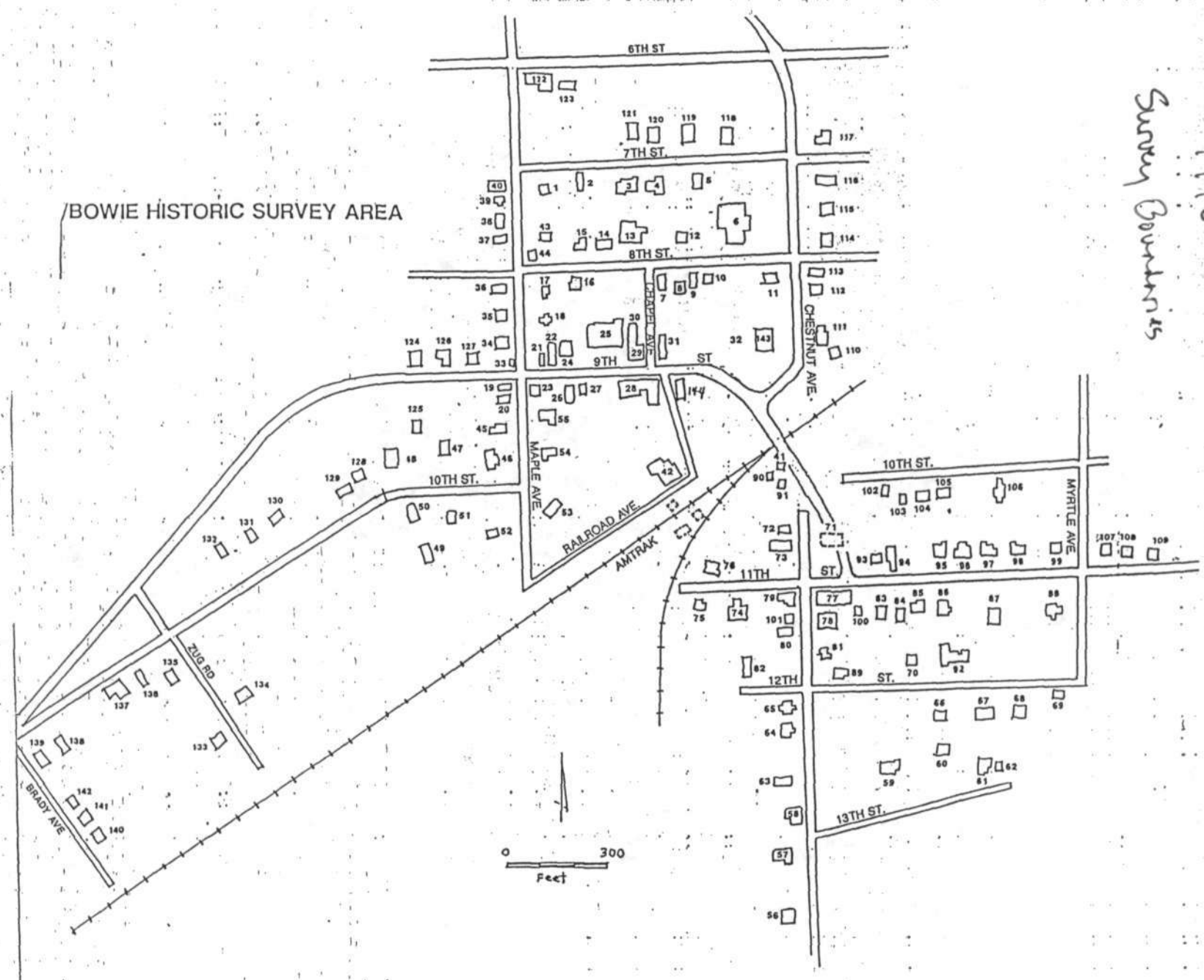




P6:7113-2

PG: 71B-2
1996
Susan Goodwin

BOWIE HISTORIC SURVEY AREA



PG: 71B-2



PG 71B-2

8710 Chestnut, Bowie

Bowie Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to Southwest

1 of 28

roll 4, neg 21



PG: 71B-2

13126 11th Street

Bowie - Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to West

#2 of 28



PG:71B-2-2

FRANK LUERS HOUSE (PG:71B-2-2)

13125 10th STREET, BOWIE

BOWIE - HUNTINGTON HISTORIC DISTRICT PG:71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

VIEW TO EAST

3 of 28



PG: 71B-2

BOWIE-BELAIR LION'S CLUB

13108 11th STREET, BOWIE

BOWIE- HUNTINGTON HISTORIC DISTRICT PG: 71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

VIEW TO WEST/NORTH WEST

4 of 28



PG: 71-B-2

Antiques Store

8523 Chestnut Av.

Bowie-Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPD

View to East

5 of 28

roll 2 neg 24



PG: 71B-2

CHESTNUT STREET STREETScape

BOWIE-HUNTINGTON HISTORIC DISTRICT PG: 71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

VIEW TO WEST/SOUTH WEST

6 of 28



PG: 71B-2

BOWIE RAILROAD BUILDINGS (PG: 71B-2-9)

8614 CHESTNUT STREET

BOWIE - HUNTINGTON HISTORIC DISTRICT PG: 71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

VIEW TO WEST/ NORTHWEST

1 of 28



PG: 71B-2

track Junction

Bowie-Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to SW from end of 14th St.

8 of 28



PG: 713-2

Bowie Transmission Svc. (former Bank)

13025 11th St,

Bowie-Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

view to South

9 of 28

roll 2, neg 22



PG: 713-2

13001 11th St,

Bowie-Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

view to SE

#10 of 28

roll 2, neg 24



PG 71B-2

8410 Zug Rd.

Bowie Huntington Survey District
Prince George's Co., MD.

K. Culhane

June 2002

MD SHPO

View to South

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roll 4, neg 2



PG 71B-2

8415 Zug Rd.

Bowie Huntington Survey District
Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to north

#12 of 28



AG: 718-2
8420 Zug Rd., Bowie
Bowie - Huntingdon Survey District (MD)
Prince George's County, MD
K. Culhane

June 2002

MD SHPO

view to South across tracks

#13 of 28



PG 71B-2

12519 Lanham Severn Rd

Bowie Huntington Survey District
Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to northeast

#14 of 28

roll 4, neg 14



PG 71B-2

12601 Lanham Severn Rd

Bowie Huntingdon Survey District
Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to Southeast

#15 of 28

roll 4, neg 15



PG: 71 B-2

12707 10th Street at Brady Avenue

Bowie-Huntington Survey District

Prince George's County, Maryland

Kerri Culhane

June 2002

MD SHPO

view to southwest

#16 of 28



PG-71B-2
BRADY AVENUE HOUSES

BOWIE - HUNTINGTON SURVEY DISTRICT PG-71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

EXPANDED SURVEY DISTRICT BOUNDARIES

VIEW TO EAST

17 of 28



PG: 713-2

12703 & 12701 10th Street

Bowie - Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

view to SW

#18 of 28



PG-71B-2
RAY'S GARAGE, 10th STREET

BOWIE - HUNTINGTON SURVEY DISTRICT PG-71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

EXPANDED SURVEY DISTRICT BOUNDARIES WITHIN

PROPOSED HISTORIC DISTRICT BOUNDARY

VIEW TO EAST/SOUTH EAST

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PG: 71B-2

8511 Zug Rd. Bowie-Huntington Survey District
Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

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roll 2, neg 32



PG 71B-2

12819 10th Street (PG: 71B-2-26)

Bowie Huntington Survey District
Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to northeast

#21 of 28

roll 4, neg 10



PG 71B-2

Streetscape, 10th Street.
Bowie Huntington Survey District
Prince George's Co., MD

K. Culhane

May 2002

MD SHPO

View to Southwest

#22 of 28

roll 4, neg 9



PG71B-2

Maple Av. Streetscape

Bowie Huntington Survey District

Prince George's Co., MD

K. Culhane

June 2002

MD SHPD

View to Southeast

#23 of 28



PG-71B-2

9th STREET, STREETSCAPE

BOWIE - HUNTINGTON SURVEY DISTRICT PG-71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

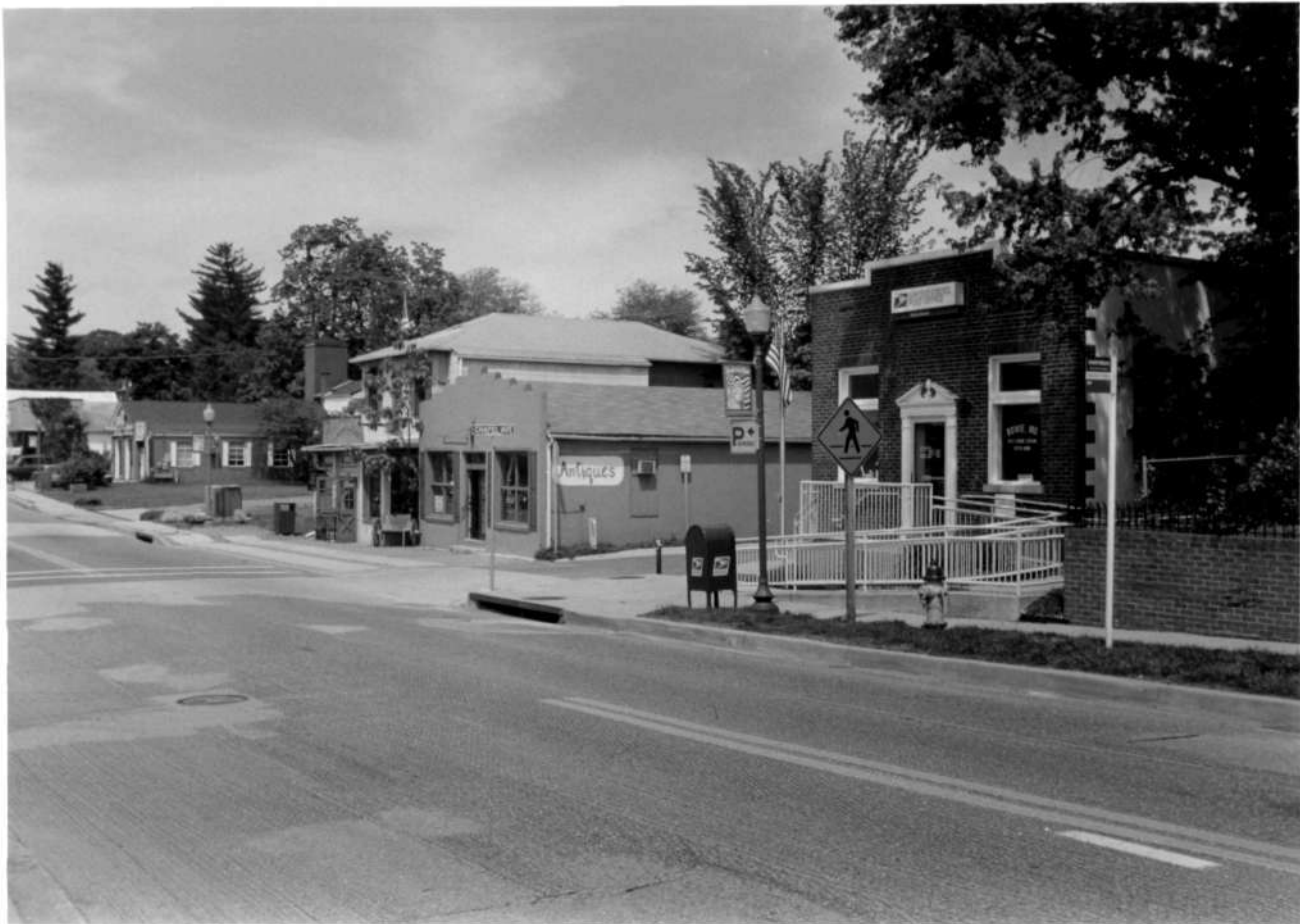
JUNE 7, 2002

MD SHPO

WITHIN PROPOSED HISTORIC DISTRICT BOUNDARY

VIEW TO NORTHWEST

24 of 28



PG-71B-2

9th STREET, STREETSCAPE

BOWIE - HUNTINGTON SURVEY DISTRICT PG-71B-2

PRINCE GEORGE'S, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

WITHIN PROPOSED HISTORIC DISTRICT BOUNDARY

VIEW TO SOUTH WEST

25 of 28



PG 71B-2

8th Street

Bowie Huntington Survey District
Prince George's Co., MD

K. Culhane

June 2002

MD SHPO

View to North

#26 of 28



PG-71B-2
CHESTNUT AVENUE AND 8th STREET HOUSES

BOWIE - HUNTINGTON SURVEY DISTRICT PG-71B-2

PRINCE GEORGES, MARYLAND

KERRI CULHANE, JOHN MILNER ASSOCIATES, INC.

JUNE 7, 2002

MD SHPO

WITHIN EXPANDED SURVEY DISTRICT BOUNDARIES
VIEW TO NORTH EAST

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PG 71B-2

13111 7th St., Bowie

Bowie Huntington Survey District

Prince George's Co., MD

K. Culhane

May 2002

MD SHPO

view to south

#28 of 28

roll 4, neg. 24

7. Description

Survey No. PG#71B-2

Condition

☒ excellent
☒ good
☒ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☒ moved date of move

(July 1992)

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The historic survey area of Huntington/Bowie, formerly Huntington City, is an area of approximately 10 blocks. It is located at the junction of the Amtrak Washington line with the CSX Popes Creek line, and is roughly defined by the following streets:

7th Street on the north;

13th Street on the south;

Maple Avenue on the west; and

Chestnut Avenue and Myrtle Avenue on the east.

This area comprises R-55 zoning (single-family detached) in the north-west, easterly and southerly sections, and C-C zoning (community commercial) at the intersection of 11th Street and Chestnut Avenue in the westerly section. One hundred five buildings and one park are included and described.

The buildings include 76 residences, 14 commercial establishments, 2 churches and 3 meeting halls, 3 railroad buildings, 2 school buildings, 2 firehouses, 1 post office, 1 former barber shop and 1 garage.

Eight properties have been documented and are protected by the Historic Sites and Districts Plan; six are listed as Historic Resources and two as Historic Sites. The Resources are:

| | |
|----------|----------------------|
| 71B-2-2 | Frank Luers House |
| 71B-2-3 | Ryon House |
| 71B-2-4 | Joffe Store |
| 71B-2-5 | St. James Chapel |
| 71B-2-8 | Harmon-Phelps House |
| 71B-2-14 | William Luers House. |

The two Historic Sites are:

| | |
|---------|---------------------------|
| 71B-2-1 | Straining House |
| 71B-2-9 | Bowie Railroad Buildings. |

The survey area includes 65 contributing buildings, 1 contributing open space, and 40 non-contributing buildings. The contributing buildings range in date of construction from 1870 through early twentieth-century dwellings, to commercial buildings of the 1930s and 1940s. The non-contributing buildings range in date from post World War II to the present.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. PG#71B-2

Description (continued)

Section 7 Page

The area is urban, and consists of city blocks laid out in a grid pattern, made irregular by the diagonal line of the railroad tracks. The individual lots are 20 by 125 feet, or 2,500 square feet. In the residential areas, the streets are tree lined. In the commercial sections, there is a sidewalk on each side of the street, and virtually no trees.

A building inventory follows; it includes brief descriptions of all 105 buildings and the open space area.

historic\7-8\bowie-7

Building Inventory
Bowie Survey Area

- A = Contributing resource with exceptionally high levels of integrity and historic and/or architectural significance.
- B = Contributing resource with high level of integrity and historic and/or architectural significance.
- C = Contributing resource with low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration, or by further research.
- E = A resource which does not contribute to the significance of the whole.
- F = A contributing open space of scenic significance, such as a park or agricultural space.

1. (E) 1950s House, 13001 7th Street (south side), Tax Map 29, Block 16, Lot 3.

One-story side-gabled dwelling with green horizontal siding on lower section, and white synthetic siding on upper. Three bay, with a green asphalt-shingled roof. Concrete block chimney at east gable end. Rests on concrete foundation.

2. (A) Straining House, 13005 7th Street (south side), P.G. #71B-2-1, ca. 1870, Tax Map 29, Block 16, Lots 14-19.

Two-story front-gabled Italianate brick dwelling with round arched windows. One-story, gable-roofed addition with shed at rear.

Important example of Italianate style urban dwelling, and the earliest brick structure in Bowie.

3. (E) 1950s House, 13013 7th Street (south side), Tax Map 29, Block 16, Lots 22 and 23.

One-and-one-half story gable-front brick Rambler with wing on north facade. Wing has entrance in first bay and porch across front. Attached garage at west gable end.

4. (E) 1950s House, 13015 7th Street (south side), Tax Map 29, Block 16, Lots 26 and 27.

Same as 13013 with garage addition converted into living space.

5. (B) St. James Rectory, 13021 7th Street (south side), P.G. #71B-2-6, 1911, Tax Map 29, Block 16, Lots 29 and 33.

Square two-story frame building distinguished by an oriel window and a two-story veranda at the rear. Pyramidal roof. Tuscan porch across main (north) facade.

An important and visible example of early twentieth-century "Classic Box" style dwelling.

6. (B) Bowie School, 13022 8th Street (north side), P.G. #71B-2-7, 1912, Tax Map 29, Block 16, Lots 71-76 and 61-63.

Two-story brick building with a pyramidal roof. Five-by-five bay with entrance in center bay of main (south) facade through shallow projecting entranceway. Door is flanked by double fluted pilasters with plain frieze and pediment. A shingled open belfry is centered on the roof and overhanging eaves are punctuated by exposed rafter ends. Windows have double segmental arches of brick on second story, triple segmental arches of brick on first. Double window over door on south facade.

Although considerably expanded from its original form, Bowie School is a prominent landmark and a good example of one of the most substantial brick school buildings in the County; it reflects the development of education in Bowie.

7. (B) Williams House, 13013 8th Street (south side), ca. 1910, Tax Map 29, Block 17, Lots 26 and 27.

Two-story gambrel-roof dwelling with white asbestos shingle siding and green batten shutters and trim. Long east and west roof planes have three dormers each. Semi-octagonal projecting bay in first bay of north (main) facade with entrance in second bay. One-story screened porch on west and north elevations.

This is an attractive example of an early twentieth-century suburban cottage.

8. (E) 1950s House, 13015 8th Street (south side), Tax Map 29, Block 17, Lots 29 and 30.

One-and-one-half story side-gabled brick dwelling. Three bays, with entrance in the central bay, approached by steps.

9. (E) 1960s House, 13017 8th Street (south side), Tax Map 29, Block 17, Lot 31.

One-story front-gabled dwelling covered with red shingles. Entrance in central bay of three bay north (main) gable end. Porch across north facade.

10. (E) 1950s House, 13019 8th Street (south side), Tax Map 29, Block 17, Lot 34.

One-and-one-half story side-gabled white stucco dwelling. Three bays, with entrance in center bay. Entry porch with peaked gable.

- 11 . (B) House, 8710 Chestnut Avenue (southwest corner of Chestnut Avenue and 8th Street), ca. 1910, Tax Map 29, Block 17, Lots 63 and 64.

Two-story "Classic Box" style frame house with a pyramidal roof with a tall, central corbelled brick chimney, painted silver. Roof is covered with green asphalt shingle. Two-by-three bay, with entrance in east facade. One-story screened Tuscan porch across the east facade.

A visible example of the popular "Classic Box" style dwelling.

12. (E) Cornelius Hall, 13014 8th Street (north side), 1964, Tax Map 29, Block 16, Lot 54.

One-story front-gabled white-painted concrete block dwelling. Black asphalt shingled roof. Three-by-six bay, with entrance in center bay of the south gable and through red double door.

13. (B) St. James Episcopal Church, 13010 8th Street (north side), P.G. #71B-2-5, 1906, Tax Map 29, Block 16, Lots 46-49.

Front-gabled frame meeting house-style church with three-story lateral bell tower and horizontal vinyl siding. Pointed-arch stained glass windows. Balancing structure to west, parallel to church building, and connected by low, narrow hyphen.

St. James is a good example of Gothic Revival ecclesiastical architecture, and is significant as one of the early religious centers of the town of Bowie; it is an important visual feature.

14. (E) 1950s House, 13006 8th Street (north side), Tax Map 29, Block 16, Lot 43.

One-story side-gabled dwelling on concrete foundation. Entrance in center bay of three bay south facade.

15. (E) 1950s House, 13004 8th Street (north side), Tax Map 29, Block 16, Lots 39 and 40.

One-story side-gabled dwelling with white aluminum siding and black louvered shutters. Entrance in third bay of four irregular bays in south facade. Steps to door.

16. (C) House, 13007 8th Street (south side), ca. 1900, Tax Map 29, Block 17, Lots 14 and 15.

Two-story side-gabled house covered with white aluminum siding. Two-bays wide with entrance in first bay of north facade. No shutters. Two-story additions to the rear and west.

Typical modest dwelling of early twentieth century.

17. (C) House, 8709 Maple Avenue (east side), ca. 1900, Tax Map 29, Block 17, Lots 2 and 3.

Two-story, three-bay dwelling with entrance in center of three-bay west facade. 1/1 windows with white shutters.

Typical modest dwelling of early twentieth century.

18. (C) House, 8705 Maple Avenue (east side), ca. 1900, Tax Map 29, Block 17, Lot 7.

Two-story cross-gabled house with white aluminum siding, black trim, and a corrugated metal roof painted black. Each gable end has one bay. Enclosed one-story porch fills southwest corner.

Typical modest cross-gable dwelling of early twentieth century.

19. (C) "Twin House," 8618 Maple Avenue (west side), ca. 1870, Tax Map 29, Block 8, Lots 70 and 71.

Two-story gable-front shotgun style house with returned cornices, covered with white aluminum siding and green trim. Porch across east gable front has geometrically patterned porch rail and plain baluster frieze. Chimney at ridge one-third of the way back from front. Entrance in first bay of two-bay east gable end.

Constructed by the railroad company for its employees, this modest dwelling may be one of the earliest in the town.

20. (C) "Twin House," 8616 Maple Avenue (west side), ca. 1870, Tax Map 29, Block 8, Lots 73 and 74.

Same as #19, but has plain railing rather than the geometrically patterned porch rail. Also has green louvered shutters.

Constructed by the railroad company for its employees, this modest dwelling may be one of the earliest in the town.

21. (C) "This Old House Antiques," 13000 9th Street (north side), ca. 1900, Tax Map 29, Block 17, Lots 10-13.

Two-story front-gabled house, covered with blue asbestos shingles. Entrance in first bay of south gable front. Second bay has 24-pane single-sash shop window.

Typical modest front-gabled dwelling of early twentieth century.

22. (E) Frugal House, 13002 9th Street, connected to 13000 (north side), Tax Map 29, Block 17, Lots 10-13.

Modern yellow brick store with glass front. Concrete steps lead to door at east end of south facade.

23. (E) 1940s House, 13001 9th Street (south side), Tax Map 29, Block 100, Parcel 266.

One-story white stucco front-gable dwelling, three-by-five bay, with entrance in central bay of three bay north facade.

24. (B) Old Fire Station, 13006 9th Street (north side), ca. 1935, Tax Map 29, Block 17, Lots 9-13.

One-story front-gabled red brick station house. South gable end filled with two garage doors. Two-bay flat-roofed extension to east (Steele's Country Antiques) has door in first bay, shop window in second. One-story garage with belfry at ridge. Store and garage also red brick. White frame gable-roof addition at rear.

This highly visible landmark is significant in that it replaced the first volunteer fire organization in Bowie.

25. (E) New Fire Station, 13008 9th Street (north side), Tax Map 29, Block 17, Parcel A.

New fire station of light color brick with large garage and one-story flat-roofed office attached to east.

26. (C) House, 13003 9th Street (south side), ca. 1920, Tax Map 29, Block 100, Parcel 265.

Two-story side-gabled stuccoed building. Two bay, with door in second bay of north (main) facade. Small addition to west. One-story porch across main facade with tapered posts on brick piers. Corbelled brick chimney at ridge.

Typical side-gabled dwelling.

27. (E) Exxon Station and Shop, 13005 and 13007 9th Street (south side), ca. 1930s, Tax Map 29, Block 100, Parcel 264.

Two one-story front-gabled buildings, garage and office. Easternmost building has garage door, westernmost has three bay north gable end, with doors in first and third gables.

28. (E) Shops, 13009-13015 9th Street (south side), 1970s, Tax Map 29, Block 100, Parcel 261.

One-story modern gable-roof building, with yellow synthetic siding housing four shops. 13015 - "Chesapeake Frames;" 13013 - "Antiques;" 13011 - "Top Drawer Antiques;" and 13009 - "Wild Goose Chase Antiques."

29. (B) Fireside Antique Center, 13010 9th Street (north side), 1919, Tax Map 29, Block 17, Lots 39 and 40.

Two-story, brick, hip-roof, flat-front building painted cream color with green louvered shutters and trim. Entrance in center of three-bay south facade. Overhanging eaves. One-story porch across south facade, glass enclosed. Windows have double segmental arches.

Build by Luers brothers in 1919, and operated as grocery store until 1970.

30. (C) Treasure House Antiques, 13012 9th Street (north side), ca. 1950, Tax Map 29, Block 17, Lots 47-49.

One-story, three-bay flat-front building, stuccoed and painted green with a stepped-gable front and low gable roof. Entrance in center of three-bay south end between two large four-pane windows. White louvered shutters and trim.

Built by members of the Luers-Wright family ca. 1950 as dry goods store.

31. (C) Post Office, 13030 9th Street (north side), 1940s, Tax Map 29, Block 17, Lots 51 and 52.

One-story building with a flat brick front and a decorative quoin pattern wrapping around sides. Remainder of building is covered with white stucco. Three-by-five bay, with entrance in central bay of three-bay south facade. Rectangular concrete panel above door, which has Classical Revival broken pediment surround with pilasters.

Built shortly after the general period of significance of this railroad community, the Post Office is nevertheless a contributing element, in that it reflects the architectural features of earlier buildings (e.g., Building Inventory #29). It is a focal point in this community.

32. (F) Huntington Park, north side of 9th street, Tax Map 29, Block 17, Lots 53-61.

This small city park was created in the 1980s; its landscaped grounds and curving brick walks make it a contributing scenic element in the community.

33. (C) Old Barber Shop, Maple Avenue at corner with MD 564 (northwest corner), ca. 1920, Tax Map 29, Block 7, Lot 76.

One-story gable-roofed shed with white German siding and exposed rafter ends. Garage entrance on east facade, facing street.

This modest building was once a barber shop, and is still a minor landmark in the town.

34. (C) House, 8700 Maple Avenue (west side), ca. 1910, Tax Map 29, Block 7, Lot 73.

Foursquare two-and-one-half story side-gabled frame dwelling, with brick veneer, with a black asphalt shingle roof. Steep, narrow cross gable centrally placed at loft level. Three-bay main (east) facade. Door in center bay inside glass-enclosed vestibule.

Much altered example of the popular "Classic Box" style of dwelling.

35. (B) House, 8706 Maple Avenue (west side), P.G. #71B-2-8, ca. 1870s and 1910, Tax Map 29, Block 7, Lots 68 and 69.

Square two-story two-part frame house with green shingle siding and pyramidal roof. Chimney in south plane of roof. Four-by-four bay, with door with single-pane transom in third bay of east facade. 2/2 windows with plain board surrounds with outer bead. Windows in north two bays are taller than those in south. One-story porch across front with Tuscan columns. One-story porch across rear with turned posts.

This highly significant building is actually two houses in one; an early shot-gun style house which was expanded early in the twentieth century to take on the lines and shape of the then-popular "Classic Box" style.

36. (C) House, 8710 Maple Avenue (west side), ca. 1930s, Tax Map 29, Block 7, Lot 65.

Small one-story frame front-gabled house sided with white asbestos shingle. Irregular three-story east gable end, with door in second bay. Porch has turned posts, supported by concrete piers.

This modest twentieth-century dwelling contributes to the general appearance of the community.

37. (C) House, 8716 Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lots 73 and 74.

Two-story front-gabled house with white aluminum siding and dark green trim. Two-by-two bay, with door in first bay of two-bay east gable end. One-story shed-roofed porch with turned posts across east gable end. Rear wing continues length of house with slightly lower roof line.

This front-gabled house is one of the typical house styles of the community.

38. (C) House, 8718 Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lots 70 and 71.

Long two-and-one-half story frame side-gabled house with projecting central cross-gable. Bright green asbestos shingle siding, corrugated tin roof. Boxed returned cornices. Door in central projecting cross-gable has single pane transom. Windows have plain board surrounds painted white.

This early twentieth-century dwelling, although it differs from the more typical house styles of the community, is a contributing element in that it reflects the turn-of-the-century appearance of the community.

39. (C) House, 8720 Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lot 68.

Two-story gable-front-and-wing house with white aluminum siding, green trim, and corrugated tin roof. Both gable-front section (north) and wing section (south) are two-bay, with door in second bay of each. Interior corbelled chimney. Windows replaced.

This house may incorporate an early front-gabled dwelling; its present cross-gable form is a typical house style for the community.

40. (B) Double House, 8722 (south) and 8724 (north) Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lots 64 and 65.

Two-and-one-half-story double house, frame with cross-gable. Large east gable end is principal facade. Four-bay across east gable end, with doors in first and fourth bays; latter has two-pane transom. Two-bays wide on sides, with each side having steep central side gable. 8722 (south section) sided with yellow synthetic horizontal board with white trim. One-story hip-roof porch has chamfered posts with simple brackets and plain railing. 8724 (north section) sided with white asbestos shingle with green trim. Same porch, but with intricate jigsaw brackets. Windows 2/2 with pedimented lintels, with two smaller side-by-side windows in upper gable end. Central chimney at juncture of roof lines.

This two-family house-style is unique to the community, and may have been constructed from a pattern book design.

41. (B) Early 20th century railroad waiting shed, on northwest side of Washington line, P.G. #71B-2-9, Tax Map 29, Parcel 270 (moved 7/92 to Block 18, Lots 1-4).

Early 20th-century frame gable-roof open waiting shed; vertical board siding painted beige with darker mauve trim, exposed rafter ends.

This waiting shed, together with the control tower and freight/ticket office, is important in that these buildings are among the only surviving remnants of the early days of the Washington line of the Pennsylvania Railroad.

42. (E) Railroad Inn, 13001 Railroad Avenue, Mid-twentieth century, Tax Map 29, Block 100, Parcel 262.

One-story gable and flat roof frame building with brick facing; restaurant.

43. (E) House, 8723 Maple Avenue (east side), 1980s, Tax Map 29, Block 16, Lots 7-10.

Two-story side-gabled house, gray synthetic siding and gray asbestos shingle roof; four bays wide with entrance inset in the second bay.

44. (E) House, 8715 Maple Avenue (north side of 8th Street), 1980s, Tax Map 29, Block 16, Lots 11-13.

Two-story side-gabled house, white synthetic siding and dark gray asbestos shingle roof; four bays with entrance inset in the second bay.

45. (C) Cottage, 8610 Maple Avenue (west side), probably 1930s, Tax Map 29, Block 8, Lots 66-71

One-and-one-half story front-gabled frame cottage, with four irregular bays on the main east gable front; entrance in second bay, and one-story Tuscan hip porch across gable front. Two small windows in upper gable, 1/1 windows throughout. Projecting bay on long south side elevation. Mustard-color siding with white trim.

Modest twentieth-century dwelling contributing to the general appearance of the community.

46. (A) Thirles Bungalow, 12906 10th Street (north side), 1921, Tax Map 29, Block 8, Lots 72-76

One-and-one-half story cross-gabled multi-gable frame bungalow; white rectangular shingle siding with stick style brackets and green trim; entrance in first bay of principal south facade, sheltered by pedimented one-story porch with shingled posts which curves around east elevation where it is screen-enclosed. Lunette window with tracery in upper gable of east elevation. Sited on corner lot and shaded by large old trees.

Outstanding example of pre-Depression bungalow, which contributes to the picturesque atmosphere of community.

47. (A) William Luers House, 12900 10th Street (north side), P.G. #71B-2-14, 1908, Tax Map 29, Block 8, Lots 33-38, 53-63

Two-and-one-half story frame cross-gambrel-roof cottage; plain board siding, painted white, with clipped-corner ornamental shingles in the upper levels of each gambrel end; boxed cornice returned at each gambrel end. Entrance in the central (off-center) bay of the main south facade. Facade-wide one-story hip-roof porch on each of south (front) and north (rear) gambrel ends. Oriel window in east elevation. Slim corbelled brick chimney centered at ridge of roof which is covered with green patterned metal. Set back from the road framed by tall trees.

Excellent example of suburban cottage, distinguished by cross-gambrel roof, oriel window and ornamental shingling.

48. (C) Cottage, 12820 10th Street (north side), probably 1940s or later, Tax Map 29, Block 8, parcel 327

One-and-one-half story side-gabled cottage, three bays by two, with exterior fieldstone chimney at east gable end south of the ridge; entrance centered in south facade, sheltered by enclosed one-story porch. Covered with dark red asbestos shingle, with white trim. Set back from street on large wooded lot.

Picturesque setting which contributes to the appearance of the community.

49. (E) Cottage, 12821 10th Street (south side), probably 1940s or later, Tax Map 29, Block 9, parcel 102

One-story front-gabled stuccoed cottage, two bays by three; entrance in second bay of north gable front. Covered with yellow stucco, standing-seam metal roof.

50. (B) House, 12819 10th Street (south side), turn of this century, Tax Map 29, Block 9, parcel 103

Two-and-one-half story front-gabled frame dwelling, two bays by two. Door in second bay of principal two-bay north gable front, sheltered by facade-wide one-story, hip-roof porch with slim turned posts. Brick chimney centered at ridge. Cream-colored asbestos shingle over German siding; 1/1 windows. Long one-story addition to rear. Fronts directly on street, on lot bounded by white picket fence.

Example of modest turn-of-the-century dwelling typical of developing suburban areas; contributes to historic atmosphere of community.

51. (E) House, 12911 10th Street (south side), probably 1940s, Tax Map 29, Block 9, Lot 77

Small one-and-one-half story side-gabled cottage, with entrance in central bay of three-bay north facade, sheltered by gabled entry porch. Yellow asbestos shingle siding, with white trim. Modern 1/1 windows.

52. (A) Kaufman House, 8606 Maple Avenue (west side), turn of this century, Tax Map 29, Block 9, Lot 78

Two-and-one-half story front-gabled frame dwelling. Door in third bay of principal three-bay east gable front. Facade-wide hip-roof porch across east gable front with plain posts and railing, and wooden steps leading to entrance. Horizontal board siding painted beige, 1/1 windows with plain board surrounds painted white; small window with border lights in first bay of north side elevation, lighting stairway; one-story semi-octagonal projecting bay in first bay of south side elevation. Brick chimney centered at ridge. Small one-story wing to rear. House stands on large wooded lot, with horse paddock to south.

Good example of turn-of-the-century dwelling typical of developing suburban areas. Contributes to historic atmosphere of community.

53. (E) Cottage, 8605 Maple Avenue (east side), probably 1940s, Tax Map 29, Block 100, Lots 1-7

One-story gable-roof frame cottage set diagonally on large wooded lot. Entrance centered in southwest gable end, sheltered by gabled entry porch. Light green asbestos shingle, white trim; modern 1/1 and large picture windows; crossgable to rear.

54. (C) Wildman Cottage, 8609 Maple Avenue (east side), probably 1940s, Tax Map 29, Block 100, Lots 92-97, 44-50

One-story cross-gable cottage, covered with beige asbestos shingle. Entrance in northeast corner of front crossgable through inset arched porch. Gabled porch projects from south side elevation. Windows are 6/1 with white trim.

Attractive modest dwelling on wooded lot; contributes to general appearance of community.

55. (C) Cottage, 8615 Maple Avenue (east side), probably 1940s, Tax Map 29, Parcel 266

One-story side-gabled cottage with inset porch which shelters entrance in first bay of long six-bay south side elevation. Long 6/1 windows. Gable-roof addition extending to east. White aluminum siding, red patterned-metal roof.

Attractive modest dwelling on wooded lot; contributes to general appearance of community.

56. (E) Cottage, 8300 Chestnut Avenue (west side), post-war, Tax Map 29, parcel 115

One-story cottage on high concrete foundation, four bays wide, entrance in third, brick veneer; rear ell wing

57. (E) House, 8306 Chestnut Avenue (west side), post-war, Tax Map 29, Block E, Lots 25-34

One-and-one-half-story gable-front-and-wing cottage, covered with white asbestos shingle; lunette window in upper gable; one-story screened porch on south end

58. (B) First Bowie Schoolhouse, 8310 Chestnut Avenue (west side), 1881 and 1911, Tax Map 29, Block E, Lots 22-24

Large, five-bay, one-story frame school building, covered with green shingle; entrance in fourth bay; one-story hip-roof Tuscan porch across east front; high brick foundation; rebuilt hipped roof

Noticeable landmark in this nineteenth-century railroad town, first school building in Huntingtown/Bowie, converted to dwelling after 1912

59. (B) Lancaster House, 8401 Chestnut Avenue (east side), P.G. #71B-13, 1901, Tax Map 29, Block B, parcel 258, Lots 6-21

Two-story frame crossgable house, entrance in second bay of south elevation of westmost wing, sheltered by wraparound Tuscan porch; sided with rectangular white shingle with blue trim; two corbelled brick chimneys at ridge.

Representative of modest crossgable houses of the turn of the century, home of the Lancaster family and visual landmark in south section of community.

60. (B) Vermillion House, 13114 13th Street (north side), turn of this century, Tax Map 29, Block B, Lots 45-47

Two-and-one-half story frame I-house with central crossgable; entrance in center bay of principal five-bay south facade, sheltered by one-story hip-roof porch with Tuscan columns and

plain balustrade; sided with white aluminum siding, 1/1 windows have black louvered shutters; patterned metal roof.

Important visual landmark in southern section of town; although altered by the application of siding, this is a good representative of the I-house form.

61. (E) Cottage, 13122 13th Street (north side), probably post-War, Tax Map 29, Block B, Lots 45-51

Small one-and-one-half story front-gabled cottage; entrance in central bay of three-bay main south gable front which has formstone veneer; small hip-roof porch across south gable front; one-story shed-roof addition on east side.

62. (E) House, 13124 13th Street (north side), probably post-War, Tax Map 29, Block B, Lots 52-59

Two-story side-gabled structure built of concrete block painted light green; two bays by three, with entrance in gable end fronting on the street; modern windows.

63. (E) Cottage, 8400 Chestnut Avenue (west side), probably 1930/40s, Tax Map 29, Block A, Lots 32-34

Front-gabled one-story cottage with (plastic enclosed) hip-roof porch across front. Brown shingles with white trim

64. (E) Cottage, 8408 Chestnut Avenue (west side), probably post-war, Tax Map 29, Block A, Lots 25-27

Side-gabled, one-story stucco-covered cottage, three bays wide with door in central bay; pedimented porch at entrance; asbestos shingle in gables, all painted mustard color; modern 6/6 windows side-by-side

65. (A) Bottner House, 8412 Chestnut Avenue (west side), circa 1900, Tax Map 29, Block A, Lots 22-24

One-and-one-half-story side-gabled dwelling of German design; three bays wide with double door in central bay; German siding painted buff yellow with aqua trim; 1/1 windows with no shutters; front-gabled entry porch centered in main east facade has slim Tuscan colonnettes with shaped caps and jigsaw brackets; central crossgable breaks through east plane of roof, enclosing two 1/1 windows. To rear is large two-story, front-gabled garage/shop built of cinder block, with white wood trim (13005 12th Street).

Noticeable and very handsome landmark in this railroad town, and fine example of work of local German carpenter Bottner.

66. (E) House, 13123 12th Street (south side), 1980s, Tax Map 29, Block B, Lots 15-21

Neo-Georgian modern house with projecting central gable and brick veneer

67. (E) House, 13125 12th Street (south side), post-War, Tax Map 29, Block B, Lots 22-34

One-story ranch-style house with brick veneer

68. (E) House, 13131 12th Street (south side), post-War, Tax Map 29, Block B, Lots 35-38

One-story ranch-style house with brick veneer

69. (E) Cottage, 13137 12th Street (south side), post-War, Tax Map 29, Block B, Lots 64-65

One-story side-gabled cottage

70. (E) House, 13116 12th Street (north side), 1980s, Tax Map 29, Block 31, Lots 44-49

Neo-Georgian modern house with projecting central gable and brick veneer

71. (C) The Grocery, 8605 Chestnut Avenue (east side), 1940s, Tax Map 29, Block 30, Lots 8 and 9 (demolished 1991)

One-story concrete block building with a stepped-gable front, painted blue-gray. Four bays, with entrance in the center of the west facade.

Although constructed later than the general period of significance of this community, the Grocery was a landmark and nucleus of this railroad junction, and was of a compatible style which contributed to the whole.

72. (B) CNT Antiques, 8606 Chestnut Avenue (originally Bowie Building Association) (west side), 1920s, Tax Map 29, Block 18, Lot 17.

One-story brick-front concrete block building with a flat roof and a stepped roofline on the two longer facades. Three-by-three bay with the entrance in the central bay of the main (east) facade. Corbelled brick cornice. Pedimented entrance canopy with door flanked by pilasters. Windows have flat arches.

This building is important as the headquarters of the Bowie Building Association, which financed much of the development of this community.

73. (B) Welcome House, 8604 Chestnut Avenue (originally Odd Fellows Lodge) (west side) ca. 1915, Tax Map 29, Block 18, Lots 15 and 16.

Two-story front-gabled house, with a jerkinhead roof and re-turned cornices. Yellow horizontal siding on first story, brown shingles on second. Two-by-three bay with center door. 6/6 windows and exterior chimney on south side.

A visible landmark, this large building is also significant as the Odd Fellows Lodge.

74. (B) Bowie Transmission, 13025 11th Street (formerly Bowie Bank) (south side), 1920s, Tax Map 29, Block 18, Lots 6-9

One-story white molded concrete block building with a flat roof. Three-by-three bay. Ornamented cornice painted gray.

Significant as the first Bank of Bowie.

75. (B) Johnston House, 13001 11th Street (south side), ca. 1900, Tax Map 29, Block 19, Lot 2.

Two-story cross-gabled I-house and wing with a green asphalt shingle roof and white aluminum siding. Each gable is one bay wide. 1/1 windows.

Typical of the cross-gable dwellings in this community.

76. (B) Mullikin House, 13024 11th Street (north side), ca. 1910, Tax Map 29, Block 17, Lot 11.

Class two-story four-square house with hip roof. Three-by-three bay and 6/1 windows. Porch at entrance on south side, with Classical-Revival Tuscan columns. One-story shed-roofed addition to east and west facades.

A much altered example of the "Classic Box" style of dwelling, popular in this community in the early twentieth century.

77. (C) House of Hegedus, 8521 Chestnut Avenue (east side), 1930s, Tax Map 29, Block 31, Lots 1 and 2

Two-and-one-half story gambrel-roof building with German siding and black, white, and orange trim. Three-by-seven bay with entrance in center bay of west facade, between two large shop windows. Four 6/6 windows at second story, over entrance.

Constructed in a style to be compatible with the adjoining Joffe Store.

78. (A) Fabian House and Bet's Antiques, 8519 Chestnut Avenue (east side), 1898, P.G. #71B-2-4, Tax Map 29, Block 31, Lots 3-6

Large, two-part, two-and-one-half story frame commercial building with shallow-pitch gambrel roof. Entrances in third and fifth bays of principal six-bay west facade. North half (built as residence) has two-story inset porch with plain Tuscan columns and turned balusters. South half (built as store) has one-story three-bay porch and projecting shop windows. German siding on first and second stories, rectangular lapped shingle above, all painted beige. Round-arched windows at loft level.

Probably the most prominent visual feature in this community, the Joffe Store is an outstanding example of late nineteenth century dwelling-and-store combination.

79. (C) Country Lace Antiques, 8520 Chestnut Avenue (west side), ca. 1910, Tax Map 29, Block 19, Lots 10 and 11.

Two-story Foursquare house with a hip roof covered in white aluminum siding. Green asbestos shingled roof with chimney at ridge. Two by three bay with enclosed one-story porch on east front. Flat-roofed addition, one-story, on south.

Although altered, typical of the popular "Classic Box" dwelling type.

80. (B) House, 8516 Chestnut Avenue (west side), ca. 1920, Tax Map 29, Block 19, Lot 16.

Small two-story front-gabled house with white asbestos shingle siding. Two-by-three bay, central chimney at ridge.

Typical of the more modest, front-gabled house style.

81. (B) Fladung House, 8517 Chestnut Avenue (east side), ca. 1920, Tax Map 29, Block 31, Lot 9.

Two-story side-gabled hip-roof house with beige German siding and white louvered shutters. Three-bay on first story, two bay on second. Entrance in center of third bay, west facade. 1/1 windows. Full facade one-story hip-roof porch with turned posts and plain railing. Exterior concrete block chimney at north end and interior brick chimney at the ridgeline; rear wing.

An early twentieth-century dwelling which contributes visually to this commercial nucleus of the Huntington community.

82. (C) Knights of St. John Meeting Hall, 13004 12th Street (north side), ca. 1920, Tax Map 29, Block 19, Lot 24.

One-story gable-roofed building, six bays long, with green shutters and a standing-seam metal roof. Covered with white synthetic board and asbestos shingles. Entrance in south gable end. Partial concrete basement.

Although deteriorated, this building is significant as the meeting place of the black members of the Knights of St. John.

83. (B) Bungalow, 13105 11th Street (south side), ca. 1924, Tax Map 29, Block 31, Lot 11.

One-and-one-half story gable-front building covered with German siding. Jerkinhead roof in the front gable. Geometric patterned porch railing. On concrete foundation.

This bungalow, representative of a popular house style here in the 1920s, is somewhat unusual in its use of the clipped gable roof. It was built as a parsonage for Ross Memorial Church, using materials from the original Bowie Methodist Church, which was replaced in 1924.

84. (C) Faith Independent Baptist Church, 13111 11th Street (Ross Memorial) (south side), ca. 1909, Tax Map 29, Block 31, Lots 13 and 14

One-story front-gabled frame church building with lower brick entry vestibule. Entrance through double door in center of entry vestibule. Modern 1/1 replacement windows on east and west facades; white synthetic siding.

Although altered, this building is important as the Ross Memorial Methodist Church, which in 1909 replaced the first Methodist meeting house for blacks in Bowie.

85. (E) 1950s House, 13117 11th Street (south side), Tax Map 29, Block 31, Lot 16.

One-story gable-front brick rambler with wing. Entry in first bay of wing.

86. (B) Bungalow, 13119 11th Street (south side), ca. 1920, Tax Map 29, Block 31, Lot 20.

One-and-one-half story hip-roof bungalow with hip dormer centered in the north (front) plane of the roof. Entrance in center of north facade. One-story screened porch with square panelled columns.

This is another example of the bungalow style of dwelling, popular in this community in the 1920s.

87. (A) Ryon House, 13125 11th Street (south side), P.G. #71B-2-3, 1903, Tax Map 29, Block 31, Lots 30-36 and 55-61

Two-and-one-half story cross-gabled frame house of "Classic Box" design with Queen Anne style decorative elements. German siding on first story, rectangular lapped shingles above, all painted white. Entrance in first bay of three-bay north gable end, sheltered by facade-wide porch with turned posts.

This dwelling, built by one of Bowie's leading families, is a prominent landmark, and is one of the best examples of the popular "Classic Box" house style in Bowie.

88. (B) Basim Bungalow, 13129 11th Street (south side), 1924, Tax Map 29, Block 31, Lot 36.

Two-story side-gabled bungalow with deep shed-roof dormer in center of north (front) plane of steeply pitched green asphalt-shingled roof. House covered with yellow synthetic horizontal siding with white trim. 6/1 windows. Enclosed porch with double square columns on brick bases. Exterior corbelled brick chimney in front of ridge at west gable end. Interior chimney at ridge near east gable end.

This is a good example of the bungalow style of dwelling, popular in this community in the 1920s.

89. (E) 1950s House, 8515 Chestnut Avenue (east side), Tax Map 29, Block 31, Lots 12 and 13.

One-and-one-half story, three-by-two-bay frame side-gabled dwelling; entrance in third bay of principal west facade. Siding is horizontal board painted beige.

90. (B) Early 20th century railroad control tower, inside the angle formed by the Amtrak Washington and Popes Creek lines, Tax Map 29, parcel 104. (P.G. #71B-2-9) (moved 7/92 to Block 18, Lots 1-4)

Two-story frame control tower with pyramidal roof, covered with asbestos shingle painted beige; all trim painted a darker mauve. Second story projecting bay on northwest facade: two 9/1 windows over horizontal wainscot panels. Exterior metal stairway to second story door on southeast facade.

This control tower, freight-and-ticket office, and waiting shed are important in that they are among the only surviving remnants of the early days of the Washington line of the Pennsylvania Railroad.

91. (B) Early 20th century freight shed and ticket office, inside the angle formed by the Amtrak Washington and the Popes Creek lines, Tax Map 29, Parcel 104. (P.G. #71B-2-9) (moved to Block 18, Lots 1-4)

One-story frame hip-roof building, four bays by two bays. Freight entrances on both southeast and northwest facades. Asbestos shingle painted beige, with darker mauve trim.

This complex of freight shed and ticket office, control tower, and waiting shed, is important in that these buildings are among the only surviving remnants of the early days of the Washington line of the Pennsylvania Railroad.

92. (E) 1960s House, 13124 12th Street (north side), Tax Map 29, Block 31, Lots 50-42. One-story cross-gable ranch-style dwelling, brick and frame painted white, circle driveway approach.

93. (C) Cottage, 13106 11th Street (north side), ca. 1940s, Tax Map 29, Block 30, Lots 39-42

One-and-one-half story frame hip/gambrel-roof cottage with brick veneer. Gray asbestos shingle roof; hip dormer with two windows centered in main south plane of roof. Entrance in third (eastmost) bay of three bay main south facade.

Part of a streetscape of small suburban dwelling.

94. (B) Belair-Bowie Lions Club, 13108 11th Street (north side) ca. 1930s, Tax Map 29, Block 30, Lots 43-36.

One-story, front-gabled meeting house built of molded concrete block with stepped parapet. Entrance in first bay of two-bay main south facade; parking lot east of building.

Established visual feature in this early twentieth-century streetscape.

95. (C) Cottage, 13114 11th Street (north side), ca. 1940s, Tax Map 29, Block 30, Lots 47-50.

One-and-one-half story square frame cottage with shallow hip roof and hip dormer in principal south plane of roof. Sided with white asbestos shingle; enclosed porch across south front. One-story addition on west. Lot bounded by white board fence.

Part of a streetscape of small suburban dwellings.

96. (E) Cottage, 13118 11th Street (north side), ca. 1950s, Tax Map 29, Block 30, Lots 53-55

One-and-one-half story frame side-gabled cottage. Central entrance in main south facade has modern classical enframement, fluted pilasters. House sheathed with white asbestos shingle, green louvered shutters, modern windows. Two gable dormers in south plane of roof.

97. (E) Cottage, 13122 11th Street (north side), ca. 1950s, Tax Map 29, Block 30, Lots 56-59

One-and-one-half story side-gabled frame dwelling. Entrance in central bay of three-bay main south facade has pedimented entry porch. Building is covered with white asbestos shingle; green louvered shutters, screen porch in east gable end. Two gable dormers in south plane of roof.

98. (E) Cottage, 13126 11th Street (north side), circa 1950s, Tax Map 29, Block 30, Lots 60-63

One-story, side-gabled frame cottage; entrance in second bay of four-bay south facade has pedimented entry porch with plain double posts. Bright green batten shutters; carport on east gable end. Lot bounded by white board fence.

99. (E) Cottage, 13130 11th Street (north side), circa 1950s, Tax Map 29, Block 30, Lots 73-76

One-and-one-half story sided-gabled frame cottage with stone veneer and brown asbestos shingle roof; two gable dormers with casement windows in south plane of roof. Central entrance has pedimented entry porch with plain panelled posts.

100. (E) 1980s House, 13103 11th Street (south side), Tax Map 29, Block 31, Lots 14-15

Two-story front-gabled neo-Victorian frame dwelling, with asymmetrical gables sided with fish-scale shingle. First story covered with blue synthetic German siding. Projecting semi-octagonal bay. Porch in east bay of main north facade has plain railing.

101. (E) Garage structure, 8518 Chestnut Avenue (west side), 1990, Tax Map 29, Block 19, Lots 13, 14

102. (C) House, 13105 10th Street (south side), early 20th century, Tax Map 29, Block 30, Lots 14-18

Two-story front-gabled frame dwelling, entrance through inset porch with metal trellis post in northwest corner of principal

north gable end; white synthetic siding with dark trim; one-story wing to rear.

Example of modest housing in developing surrounding area.

103. (C) House, 13109 10th Street (south side), early 20th century, Tax Map 29, Block 30, Lots 19-21

One-and-one-half story front-gabled frame dwelling, entrance through enclosed shed-roof porch centered in main north gable front.

Example of modest housing in developing suburban area.

104. (E) House, 13115 10th Street (south side), 1980s, Tax Map 29, Block 30, Lots 22-24

Split-foyer modern dwelling, with beige synthetic siding and brick veneer

105. (E) House, 13119 10th Street (south side), 1980s, Tax Map 29, Block 30, Lots 25-27

Split-foyer modern dwelling, with gray-green synthetic siding and brick veneer

106. (B) Frank B. Luers House, 13125 10th Street (south side), P.G. #71B-2-2, 1893/94, Tax Map 29, Block 30, Lots 28-38

Two-and-one-half story Queen Anne Victorian frame cross-gable dwelling with three-story corner tower and two-story projecting bay; entrance in north face of tower, sheltered by one-story hip-roof porch across principal north facade; sided with white asbestos shingle over original German siding; windows are long 1/1 and 2/2. Situated on large lot with large old trees.

Outstanding example of popular Victorian house form, with Queen Anne style decorative motifs. Important landmark and home of Luers family of long standing in the community.

8. Significance

Survey No. PG#71B-2

| Period | Areas of Significance—Check and justify below | | |
|---|--|--|---|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input checked="" type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> archeology-historic | <input type="checkbox"/> conservation | <input type="checkbox"/> law |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> literature |
| <input type="checkbox"/> 1600-1699 | <input checked="" type="checkbox"/> architecture | <input checked="" type="checkbox"/> education | <input type="checkbox"/> military |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music |
| <input checked="" type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input checked="" type="checkbox"/> politics/government |
| | | <input type="checkbox"/> invention | <input type="checkbox"/> religion |
| | | | <input type="checkbox"/> science |
| | | | <input type="checkbox"/> sculpture |
| | | | <input type="checkbox"/> social/humanitarian |
| | | | <input type="checkbox"/> theater |
| | | | <input checked="" type="checkbox"/> transportation |
| | | | <input type="checkbox"/> other (specify) |

Specific dates 1870-1940

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D

and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The historic survey area for Bowie, formerly Huntington City, is a 10-block section of the town which was platted in 1870 and incorporated in 1916. The buildings included in this survey reflect the society and economy of this late nineteenth-century railroad town. The period of significance of the buildings ranges from 1870 (the date of the original plat) into the 1930s and 1940s, with the building of new commercial establishments. Bowie began to fade from prominence in the 1950s when Belair at Bowie began to be developed by the Levitt Corporation on the old Ogle-Woodward estate four miles to the south. The new Belair subdivisions were sequentially annexed by the older incorporated town, so that today the original city (Huntington) comprises one section of the much larger City of Bowie. Today the Huntington section of Bowie is enjoying something of a renaissance as a center for antique and craft shops.

Early in the nineteenth century, the area which came to be known as Bowie was a rural area, dotted with small farms and large plantations; tobacco was the principal crop, and the economy was based on agriculture and slave labor. There were three great changes which put an end to the old way of life: first, the establishment of the Federal capital on the west edge of Prince George's County, on land which had once been part of the County; second, the industrial revolution, with the advent of power machinery, in particular the railroad; and third, of course, the Civil War.

The construction of the railroad caused major changes. In the summer of 1835, the Washington line of the Baltimore and Ohio Railroad was completed between Baltimore and Washington, and it was to change the County immeasurably. Small settlements like Beltsville and Hyattsville, located where the railroad intersected the old turnpike, grew into major towns. The railroad began to replace the turnpike stagecoach as the major means of transportation. But it did not help the planters of the eastern and southern sections of the County, who still needed a way of transporting their produce to market in volume. By the early 1850s, a movement had begun to establish another railroad line through southern Maryland. Members of the local Bowie family

were especially active in this effort. In 1853 they succeeded in getting a charter to form the Baltimore & Potomac Railroad Company, with Oden Bowie as the company's president. Plans to build the new line were brought to an abrupt halt with the beginning of the Civil War; after the war Bowie approached the Pennsylvania Railroad, and an agreement was made to begin construction. The charter allowed for branch lines of up to 20 miles in length, and the Pennsylvania Railroad jumped at the change to build a spur line into the growing city of Washington, thus entering finally into competition with the B&O for the Washington market. Plans were made to construct a 73-mile line from Baltimore to Popes Creek on the Potomac River in Charles County; at a point 18 miles northeast of Washington, a spur from the main line was constructed into the Federal City. The station at this junction was named Bowie in honor of the company's president, elected Governor of Maryland in 1869, shortly after construction of the line began.¹

Into this situation came Ben M. Plumb, a land speculator and developer. Seeing the opportunity for development of the area at the railroad junction, he purchased approximately 300 acres of the Henry Carrick estate, and hired J.C. Lang to survey and plat a residential community centered around the railroad junction. The town was approximately one mile square, with numbered streets running east and west, and tree-named streets running north and south, forming a grid over the diagonal railroad line, and including a park area on both the east and west sides of town. In 1870, he published and circulated a Prospectus for Huntington City; it promised wide streets with reservations for church and school. The lots were 2,500 square feet, and each would be sold for \$25 immediately, or \$30 over 6 months' time. The railroad buildings would be "arranged and constructed as to be an ornament and honor to the town." Two "first-class carpenters" were at work building houses; plans for country residences of five, six and eight rooms were offered, to be built of brick with wide verandas. Copious supplies of sandstone and clay for bricks were available locally. The site was advertised as being very healthful, "chills and fevers are entirely unknown." Five hundred lots had already been sold and Plumb summed up his sales pitch with this quotation: "Children will be able to be reared away from city temptations, and amid the refining influence of rural beauty and social culture."²

The purchase of lots began immediately. The town plat was not without faults, and some of the land sales were not quite legal, but the people came and began to build. Houses began to go up, some of the early ones built by the railroad company, for example, the two shot-gun houses at the corner of 9th and Maple, and possibly part of the Foursquare house on Maple Avenue. The Italianate brick house which became the home of the Straining family went up on 7th Street; and in the 1880s, solid Victorian houses like that of Bernard

¹ The Baltimore and Potomac Railroad, Popes Creek Line, Prince George's County Historic Society, 1973.

² Prospectus of Huntington, 1870.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2
Section 8 Page 3

Luers on the south edge of town, and that of the Ingersolls on the north. A little later, Queen Anne Victorian houses, like that of Frank Luers on 10th Street, appeared on the scene. The town was under way.³

On the 2nd of July 1872, the first train ran through Huntington between Baltimore and Washington. Over the years, the branch to Washington became the main line between Washington and points north, and the Popes Creek line to southern Maryland changed the face of rural Prince George's County, becoming for the outlying farms the principal artery of commerce, education, business, and leisure. The station had been called Bowie from the beginning, but within a decade or so, the town (which had been called Huntington by its developer) also took the name of the family to which it owed its existence.⁴

The population grew. By 1880, there were approximately 60 families, of a fairly even mix, black and white, including a substantial number of settlers from Germany. As might be expected, the railroad was the biggest employer: there were two conductors, two engineers, a baggage master and a brakeman, as well as all the other professionals essential to a small town: postmaster, four merchants, four carpenters, a school teacher, telegraph operator, hotel keeper, two shoemakers, butcher, hostler, barber and clockmaker. The town was well on its way.⁵

The life and nucleus of this small town was its commercial center. Bowie always had a substantial number of stores clustered around the railroad junction, and later along Chestnut Avenue south of the tracks. As early as 1880, there were four general stores in the town. The first great fire took place in Bowie in April 1895. It started in John Seitz's Hotel, a three-story brick building which fronted on the Popes Creek line, and spread to consume Mrs. Watt's grocery on the south, and the Luers brothers' store and post office on the north. All three buildings were destroyed. Rebuilding began within a short time, and soon there were more hotels and saloons along the railroad. A second major fire in October 1910 destroyed many commercial enterprises, some of which never recovered.⁶

As early as 1872 the Vestry of Holy Trinity Church, the Episcopal Church just three miles south in Collington, considered building a mission chapel in Huntington, but decided instead to build in Glenville (now Glenn Dale), the next little community on the railroad line into Washington. The Episcopalists of

³ Prince George's County Deeds; cf. Inventory forms #71B-2-1, #71B-2-12, 71B-2-2.

⁴ Washington Star, July 2, 1872.

⁵ Federal Census for Prince George's County, Election District #14, 1880.

⁶ Prince George's Enquirer, April 19, 1895; October 14, 1910.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2

Section 8 Page 4

Huntington met in homes, in particular the old stone house which had been built by the Peach family and which stood on 6th Street near Maple Avenue. The Bowie Methodist Church was organized in 1874, and a frame meeting house was constructed in 1884 on the east side of the Popes Creek line. In 1924 the present church was build on its present site, that of the old Peach house on 6th Street. In 1885 a congregation of black Methodists was formed; their church (still standing) was built circa 1910 on 11th Street and called Ross Memorial after Reverend Nathan Ross. In 1893 Ascension Roman Catholic Church was established by Jesuits on the western edge of town. The church, which was destroyed by fire in November 1977; a new church building has been constructed on its site. The substantial population of Germans in Bowie led to the establishment of Trinity Lutheran Church, northwest of the town, the first German language services in Prince George's County.⁷

The first school for white children was built in 1881, near the original site of the Methodist Church on the Popes Creek Line. By 1911 there was pressure for a new and more substantial school. A building committee was formed, including some of the leading men of the time: J.W. Ryon, William Luers, Frank Luers, Dr. J.H. Truitt, and A.J. Waters. They chose an architect and a plan, and in June 1912 the Board of School Commissioners purchased from Willis and Mary Johnston nine lots on the corner of 8th and Chestnut; the original section of this brick school building was opened later that year. Black children attended school near the top of Horsepen Hill just southeast of town. After the Maryland Normal school (now Bowie State University) opened in 1908, many of these students attended a model school on the college grounds where the teachers in training could get first-hand teaching experience. Later, in 1927, during the period of Rosenwald funding for black schools, a substantial two-room school building for black children was constructed on 10th Street east of the railroad.⁸

The buildings of this survey area reflect the social and economic history of this late nineteenth-century railroad town. They include residences and commercial buildings, and residences now converted into commercial establishments; they include churches and schools, fire house and post office, as well as several meeting halls, in short, the important elements of a functioning small urban community. The boundaries define an approximately 10-block area which includes all of these elements; the boundaries may be adjusted at some future time.

historic\7-8\bowie-8

⁷ Holy Trinity Parish, Vestry Minutes; Bowie Register, November 8, 1934. Prince George's County Deeds.

⁸ Cf. Inventory forms #71B-2-7 and #71B-10.

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. PG#71B-2

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Huntington

and/or common Bowie (I) (Northwest of Railroad tracks)

2. Location

street & number 7th Street (13001-13021); 8th Street (13004-13022) not for publication

9th Street (13000-13030); Maple Avenue (8616-8724)

city, town Bowie vicinity of congressional district 5

state Maryland

county Prince George's

3. Classification

| Category | Ownership | Status | Present Use |
|---|---|---|---|
| <input type="checkbox"/> district | <input checked="" type="checkbox"/> public | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agriculture |
| <input checked="" type="checkbox"/> building(s) | <input checked="" type="checkbox"/> private | <input type="checkbox"/> unoccupied | <input checked="" type="checkbox"/> commercial |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> work in progress | <input type="checkbox"/> educational |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input checked="" type="checkbox"/> entertainment |
| <input type="checkbox"/> object | <input type="checkbox"/> in process | <input checked="" type="checkbox"/> yes: restricted | <input type="checkbox"/> government |
| | <input type="checkbox"/> being considered | <input type="checkbox"/> yes: unrestricted | <input type="checkbox"/> industrial |
| | <input type="checkbox"/> not applicable | <input checked="" type="checkbox"/> no | <input type="checkbox"/> military |
| | | | <input type="checkbox"/> museum |
| | | | <input type="checkbox"/> park |
| | | | <input checked="" type="checkbox"/> private residence |
| | | | <input checked="" type="checkbox"/> religious |
| | | | <input type="checkbox"/> scientific |
| | | | <input type="checkbox"/> transportation |
| | | | <input type="checkbox"/> other: |

4. Owner of Property (give names and mailing addresses of all owners)

name Thirty nine (39) owners

street & number cf. Building Inventory

telephone no.:

city, town

state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber

street & number Main Street folio

city, town Upper Marlboro

state Md.

6. Representation in Existing Historical Surveys

title P.G. County Inventory of Historic Sites

date 1974

☐ federal ☐ state ☒ county ☐ local

depository for survey records HPC, c/o MNCPPC, Upper Marlboro, Md. 20772

city, town

state

7. Description

Survey No. PG#71B-2

| | | | |
|------------------------------------|---------------------------------------|------------------------------------|--|
| Condition | | Check one | Check one |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input type="checkbox"/> original site |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins | <input type="checkbox"/> altered | <input type="checkbox"/> moved date of move _____ |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | |

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Description

The first historic survey district for Bowie, formerly Huntington City, is an area of approximately two blocks square, or 800,000 square feet. It is located northwest of the Amtrak Railroad tracks, and is defined by the following streets:

Seventh Street on the north,
Ninth ~~Eighth~~ Street (Maryland Route 564) on the south,
Maple Avenue on the west, and
Chestnut Avenue (Maryland Route 197) on the east.

This area comprises R-55 zoning (single-family detached) in the northerly section, and C-C zoning (community commercial) on Ninth Street, the southerly section. Thirty-nine (39) buildings are included and described:

26 residences (including one double house and one Rectory), one church, one Sunday School building, one school building (now used as a community center), one fire house, one Post Office, one former barber shop (now used for storage), and seven commercial establishments.

Four of the buildings were documented as part of the 1985-86 historic sites survey of Prince George's County:

Building Inventory #2: Straining House - P.G. #71B-2-1;
Building Inventory #5: St. James Rectory (Sansbury House) -
P.G. #71B-2-6;
Building Inventory #6: Bowie School - P.G. #71B-2-7;
Building Inventory #13: St. James Chapel - P.G. #71B-2-5;

Inventory forms for these four buildings are submitted as part of this District survey.

The survey district includes 25 contributing buildings and 14 non-contributing buildings. The contributing buildings range in date of construction from ca. 1870 (e.g., the "twin houses" built by the Railroad Company), through turn-of-the-century dwellings, stores, church and school, to the Old Fire Station (ca. 1935), Post Office (ca. 1940) and "Treasure House Antiques", (ca. 1950). The non-contributing buildings are principally small dwellings built in the 1950's and 1960's, as well as the Sunday School Building (Cornelius Hall) built for St. James Chapel in 1964.

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STATE HISTORIC SITES INVENTORY FORM

Survey No. PG#71B-2

Description (continued)

Section 7 Page 2

The survey district is characterized by both residential and commercial buildings. The dwellings are of several varieties, the most frequent being the simple front-gabled dwelling, and the "Classic Box." There are also examples of cross-gabled, and side-gabled dwellings; two unique examples are the front-gabled brick Italianate house (#2), and the large frame cross-gable double house (#40). In addition to a variety of commercial buildings, the survey district includes substantial community buildings such as the Bowie School (#6), St. James Chapel (#13), Fire Station (#24), and Post Office (#31).

The area is urban, and consists of city blocks laid out in a grid system. The individual lots are 20 by 125 feet, or 2,500 square feet. In the residential area in the northerly section, the streets are tree-lined and most have concrete sidewalks on one side of the street. In the southerly commercial section, there is a sidewalk on each side of the street, and virtually no trees.

A building inventory follows; it includes brief descriptions of all 39 buildings. Maryland Historical Trust Inventory forms follow for the Straining House, St. James Chapel, St. James Rectory and Bowie School.

Building Inventory
Bowie Survey District I
Northwest of Railroad Tracks

B = Contributing resource with high level of integrity and historic and/or architectural significance.

C = Contributing resource with low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration, or by further research.

E = A resource which does not contribute to the significance of the whole.

F = A contributing open space of scenic significance, such as a park or agricultural space.

1. (E) 1950's House, 13001 7th Street (south side), Tax Map 29, Block 16, Lot 3.

One-story side-gabled dwelling with green horizontal siding, lower section, and white synthetic siding on upper. Three bay, with a green asphalt-shingled roof. Concrete block chimney at east gable end. Rests on concrete foundation.

2. (B) Straining House, 13005 7th Street, (south side), P.G. #71B-2-1, ca. 1870, Tax Map 29, Block 16, Lots 14-19.

Two-story front-gabled Italianate brick dwelling with round arched windows. One-story gable-roofed addition with shed at rear.

Important example of Italianate style urban dwelling, and the earliest brick structure in Bowie.

3. (E) 1950's House, 13013 7th Street (south side), Tax Map 29, Block 16, Lots 22 and 23.

One-and-one-half story gable-front brick rambler with wing on north facade. Wing has entrance in first bay and porch across front. Attached garage at west gable end.

4. (E) 1950's House, 13015 7th Street (south side), Tax Map 29, Block 16, Lots 26 and 27.

Same as 13013 with garage addition converted into living space.

5. (B) St. James Rectory, 13021 7th Street, (south side), P.G. #71B-2-6, 1911, Tax Map 29, Block 16, Lots 29 and 33.

- 2 -

Square two-story frame building distinguished by an oriel window and a two-story veranda at the rear. Pyramidal roof. Tuscan porch across main (north) facade.

An important and visible example of early twentieth century "Classic Box" style dwelling.

6. (B) Bowie School, 13022 8th Street (north side), P.G. #71B-2-7, 1912, Tax Map 29, Block 16, Lots 71-76 and 61-63.

Two-story brick building with a pyramidal roof. Five-by-five bay with entrance in center bay of main (south) facade through shallow projecting entranceway. Door is flanked by double fluted pilasters with plain frieze and pediment. A shingled open belfry is centered on the roof and overhanging eaves are punctuated by exposed rafter ends. Windows have double segmental arches of brick on second story, triple segmental arches of brick on first. Double window over door on south facade.

Although considerably expanded from its original form, Bowie School is a prominent landmark and a good example of one of the most substantial brick school buildings in the County; it reflects the development of education in Bowie.

7. (B) Williams House, 13013 8th Street (south side), ca. 1910, Tax Map 29, Block 17, Lots ~~27 and 28~~.

26 & 27

Two-story gambrel-roof dwelling with white asbestos shingle siding and green batten shutters and trim. Long east and west roof planes have three dormers each. Semi-octagonal projecting bay in first bay of north (main) facade with entrance in second bay. One-story screened porch on west and north facades.

This is an attractive example of an early twentieth century suburban cottage.

8. (E) 1950's House, 13015 8th Street (south side), Tax Map 29, Block 17, Lots 29 and 30.

One-and-one-half story side-gabled brick dwelling. Three bay, with entrance in the central bay, approached by steps.

9. (E) 1960's House, 13017 8th Street (south side), Tax Map 29, Block 17, Lot 31.

One-story front-gabled dwelling covered with red shingles. Entrance in central bay of three bay north (main) gable end. Porch across north facade.

- 3 -

10. (E) 1950's House, 13019 8th Street (south side), Tax Map 29, Block 17, Lot 34.
- One-and-one-half story side-gabled white stucco dwelling. Three bay, with entrance in center bay. Entry porch with peaked gable.
11. (B) House, 8710 Chestnut Avenue (southwest corner of #197 and 8th Street), ca. 1910, Tax Map 29, Block 17, Lots 63 and 64.
- Two-story "Classic Box" style frame house with a pyramidal roof with a tall, central corbelled brick chimney, painted silver. Roof is covered with green asphalt shingle. Two-by-three bay, with entrance in east facade. One-story screened Tuscan porch across the east facade.
- A visible example of the popular "Classic Box" style dwelling.
12. (E) Cornelius Hall, 13014 8th Street (north side), 1964, Tax Map 29, Block 16, Lot 54.
- One-story front-gabled white-painted concrete block dwelling. Black asphalt shingled roof. Three-by-six bay, with entrance in center bay of the south gable end through red double door.
13. (B) St. James Episcopal Church, 13010 8th Street, (north side), P.G. #71B-2-5, 1906, Tax Map 29, Block 16, Lots 46-49.
- Front-gabled frame meeting house - style church with three-story lateral bell tower and horizontal vinyl siding. Pointed-arch stained glass windows. Balancing structure to west, parallel to church building, and connected by low, narrow hyphen.
- St. James is a good example of Gothic Revival ecclesiastical architecture, and is significant as one of the early religious centers of the town of Bowie; it is an important visual feature.
14. (E) 1950's House, 13006 8th Street (north side), Tax Map 29, Block 16, Lot 43.
- One-story side-gabled dwelling on concrete foundation. Entrance in center bay of three bay south facade.
15. (E) 1950's House, 13004 8th Street (north side), Tax Map 29, Block 16, Lots 39 and 40.

- 4 -

One-story side-gabled dwelling with white aluminum siding and black louvered shutters. Entrance in third bay of four irregular bays in south facade. Steps to door.

16. (C) House, 13007 8th Street (south side), ca. 1900, Tax Map 29, Block 17, Lots 14 and 15.

Two-story side-gabled house covered with white aluminum siding. Two bays wide with entrance in first bay of north facade. No shutters. Two-story additions to the rear and west facade.

Typical modest dwelling of early twentieth century.

17. (C) House, 8709 Maple Avenue (east side), ca. 1900, Tax Map 29, Block 17, Lots 2 and 3.

Two-story, three bay dwelling with entrance in center of three-bay west facade. 1/1 windows with white shutters.

Typical modest dwelling of early twentieth century.

18. (C) House, 8705 Maple Avenue (east side), ca. 1900, Tax Map 29, Block 17, Lot 7.

Two-story cross-gabled house with white aluminum siding, black trim, and a corrugated metal roof painted black. Each gable end has one bay. Enclosed one-story porch fills southwest corner.

Typical modest cross-gable dwelling of early twentieth century.

19. (C) "Twin House", 8618 Maple Avenue (west side), ca. 1870, Tax Map 29, Block 8, Lots 70 and 71.

Two-story gable-front shot-gun style house with returned cornices, covered with white aluminum siding and green trim. Gable-front porch across east facade has geometrically-patterned porch rail and plain baluster frieze. Chimney at ridge one-third of the way back from front. Entrance in first bay of two-bay east gable-end.

Constructed by the railroad company for its employees, this modest dwelling may be one of the earliest in the town.

- 5 -

20. (C) "Twin House", 8616 Maple Avenue (west side), ca. 1870, Tax Map 29, Block 8, Lots 73 and 74.

Same as above, but has plain railing rather than the geometrically-patterned porch rail. Also has green louvered shutters.

Constructed by the railroad company for its employees, this modest dwelling may be one of the earliest in the town.

21. (C) "This Old House Antiques", 13000 9th Street (north side), ca. 1900, Tax Map 29, Block 17, Lots 10-13.

Two-story front-gabled house, covered with blue asbestos shingles. Entrance in first bay of south gable end. Second bay has 24-pane single-sash shop window.

Typical modest front gabled dwelling of early twentieth century.

22. (E) Frugal House, 13002 9th Street, connected to 13000 (north side), Tax Map 29, Block 17, Lots 10-13.

Modern yellow brick store with glass front. Concrete steps lead to door at east end of south facade.

23. (E) 1940's House, 13001 9th Street (south side), Tax Map 29, Block 100, Parcel 266.

One-story white stucco front-gabled dwelling, three-by-five bay, with entrance in central bay of three bay north facade.

24. (B) Old Fire Station, 13006 9th Street (north side), ca. 1935, Tax Map 29, Block 17, Lots 9-13.

One-story front-gabled red brick station house. South gable end filled with two garage doors. Two-bay flat-roofed extension to east (Steele's Country Antiques) has door in first bay, shop window in second. One-story garage with belfry at ridge. Store and garage also red brick. White frame gable-roof addition at rear.

This highly visible landmark is significant in that it replaced the first volunteer fire organization in Bowie.

25. (E) New Fire Station, 13008 9th Street (north side), Tax Map 29, Block 17, Parcel A. B -

New fire station of light color brick with large garage and one-story flat-roofed office attached to east facade.

- 6 -

26. (C) House, 13003 9th Street (south side), ca. 1920, Tax Map 29, Block 100, p 265

Two-story side-gabled stuccoed dwelling. Two bay, with door in second bay of north (main) facade. Small addition to west. One-story porch across main facade, with tapered posts on brick piers. Corbelled brick chimney at ridge.

Typical side-gabled dwelling.

27. (E) Exxon Station and Shop, 13005 and 13007 9th Street (south side), ca. 1930's, Tax Map 29, Block 100, Parcel 264.

Two one-story front-gabled buildings, garage and office. Easternmost building has garage door, westernmost has three bay north gable end, with doors in first and third gables.

28. (E) Shops, 13009-13015 9th Street (south side), 1970's Tax Map 29, Block 100, Parcel 261.

One-story modern gable-roof building, with yellow synthetic siding housing four shops. 13015 - "Chesapeake Frames"; 13013 - "Antiques"; 13011 - "Top Drawer Antiques"; and 13009 - "Wild Goose Chase Antiques".

29. (B) Fireside Antique Center, 13010 9th Street (north side), 1919, Tax Map 29, Block 17, Lots 39 and 40.

Two-story, brick, hip-roof, flat-front building painted cream color with green louvered shutters and trim. Entrance in center of three bay south facade. Overhanging eaves. One-story porch across south facade, glass enclosed. Windows have double segmental arches.

Built by Luers brothers in 1919, and operated as grocery store until 1970.

30. (C) Treasure House Antiques, 13012 9th Street (north side), ca. 1950, Tax Map 29, Block 17, Lots ~~41~~ and 42.

47 - 49

One-story, three-bay flat-front building, stuccoed and painted green with a stepped-gable front and low gable roof. Entrance in center of three-bay south end between two large four-pane windows. White louvered shutters and trim.

Built by members of the Luers-Wright family ca. 1950 as dry goods store.

- 7 -

31. (C) Post Office, 13030 9th Street (north side), 1940's, Tax Map 29, Block 17, Lots ~~50~~. 51 and 52

One-story building with a flat brick front and a decorative quoin pattern wrapping around sides. Remainder of building is covered with white stucco. Three-by-five-bay, with entrance in central bay of three-bay south facade. Rectangular concrete panel above door, which has Classical Revival broken pediment surround with pilasters.

Built shortly after the general period of significance of this railroad community, the Post Office is nevertheless a contributing element, in that it reflects the architectural features of earlier buildings (e.g., Building Inventory #29). It is a focal point in this community.

32. (F) Huntington Park; north side of 9th Street, Tax Map 29, Block 17, Lots 53-61.

This small city park was created in the 1980's; its landscaped grounds and curving brick walks make it a contributing scenic element in the community.

33. (C) Old Barber Shop, Maple Avenue at corner with Maryland Route 564 (northwest corner), ca. 1920, Tax Map 29, Block 7, Lot 76.

One-story gable-roofed shed with white German siding and exposed rafter ends. Garage entrance on east facade, facing street.

This modest building was once a barber shop, and is still a minor landmark in the town.

34. (C) House, 8700 Maple Avenue (west side) ca. 1910, Tax Map 29, Block 7, Lot 73.

Foursquare two-and-one-half story side-gabled frame dwelling, with brick veneer, with a black asphalt shingle roof. Steep, narrow cross gable centrally placed at loft level. Three-bay main (east) facade. Door in center bay inside glass-enclosed vestibule.

Much altered example of the popular "Classic Box" style of dwelling.

35. (B) House, 8706 Maple Avenue (west side), ca. 1870's and ca. 1910, Tax Map 29, Block 7, Lots 68 and 69.

Square two-story two-part frame house with green shingle siding and pyramidal roof. Chimney in south plane of roof. Four-by-four bay, with door with single pane transom in third bay of east facade. 2/2 windows with plain board surrounds with outer bead. Windows in north two bays are taller than those in south. One-story porch across front with Tuscan columns. One-story porch across rear with turned posts.

This highly significant building is actually two houses in one; an early shot-gun style house which was expanded early in the twentieth century to take on the lines and shape of the then-popular "Classic Box" style.

36. (C) House, 8710 Maple Avenue (west side) ca. 1930's, Tax Map 29, Block 7, Lot 65.

Small one-story frame front-gabled house sided with white asbestos shingle. Irregular three-bay east gable end, with door in second bay. Porch has turned posts, supported by concrete piers.

This modest twentieth century dwelling contributes to the general appearance of the community.

37. (C) House, 8716 Maple Avenue (west side) ca. 1900, Tax Map 29, Block 6, Lots 73 and 74.

Two-story front-gabled house with white aluminum siding and dark green trim. Two-by-two bay, with door in first bay of two-bay east gable end. One-story shed-roofed porch with turned posts across east gable end. Rear wing continues length of house with slightly lower roof line.

This front gabled house is one of the typical house styles of the community.

38. (C) House, 8718 Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lots 70 and 71.

Long two-and-one-half story frame side-gabled house with projecting central cross-gable. Bright green asbestos shingle siding, corrugated tin roof. Boxed returned cornices. Door in central projecting cross-gable has single pane transom. Windows have plain board surrounds painted white.

This early-twentieth century dwelling, although it differs from the more typical house styles of the community, is a contributing element in that it reflects the turn-of-the-century appearance of the community.

39. (C) House, 8720 Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lot 68.

Two-story gable-front-and-wing house with white aluminum siding, green trim, and corrugated tin roof. Both gable-front section (north) and wing section (south) are two-bay, with door in second bay of each. Interior corbelled chimney. Windows replaced.

This house may incorporate an early front-gabled dwelling; its present cross-gable form is a typical house style for the community.

40. (B) Double House, 8722 (south) and 8724 (north) Maple Avenue (west side), ca. 1900, Tax Map 29, Block 6, Lots 64 and 65.

Two-and-one-half-story double house, frame with cross-gable. Large east gable end is principal facade. Four-bay across east gable end, with doors in first and fourth bays; latter has two-pane transom. Two-bay wide on sides, with each side having steep central side gable. 8722 (south section) sided with yellow synthetic horizontal board, with white trim. One-story hip-roof porch has chamfered posts with simple brackets and plain railing. 8724 (north section) sided with white asbestos shingle with green trim. Same porch, but with intricate jigsaw brackets. Windows 2/2 with pedimented lintels, with two smaller side-by-side windows in upper gable end. Central chimney at juncture of roof lines.

This two-family house-style is unique to the community, and may have been constructed from a pattern book design.

41. (C) Early 20th century railroad waiting shed, on northwest side of Washington line, Tax Map 29, Parcel 270.

Early 20th century frame gable-roof open waiting shed; vertical board siding painted beige with darker mauve trim, exposed rafter ends.

This waiting shed, together with the control tower and freight/ticket office, is important in that these buildings are among the only surviving remnants of the early days of the Washington line of the Pennsylvania Railroad.

- 10 -

42. (E) Railroad Inn, 13001 Railroad Avenue, Mid twentieth century; Tax map 29, Block 100, parcel 262. One story gable and flat roof frame building with brick facing; restaurant.

8. Significance

Survey No. PG#71B-2

| Period | Areas of Significance—Check and justify below | | | |
|--------------------------------------|---|---|---|--|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> archeology-historic | <input type="checkbox"/> conservation | <input type="checkbox"/> law | <input type="checkbox"/> science |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> literature | <input type="checkbox"/> sculpture |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> architecture | <input type="checkbox"/> education | <input type="checkbox"/> military | <input type="checkbox"/> social/ |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> humanitarian |
| <input type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> theater |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input type="checkbox"/> transportation |
| | | <input type="checkbox"/> invention | | <input type="checkbox"/> other (specify) |

Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☒ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Significance

The first historic survey district for Bowie, formerly Huntington City, is a two-block square section of the town which was platted in 1870 and incorporated in 1916. The 39 buildings included in this survey reflect the society and economy of this late nineteenth century railroad town. The period of significance of the buildings ranges from 1870 (when the city was first platted) into the 1930's, during the heyday of the junction town. Bowie began to fade from prominence in the 1950's when Belair at Bowie began to be developed by the Levitt Corporation on the old Ogle-Woodward estate ca. 4 miles to the south. The new Belair subdivisions were sequentially annexed by the older incorporated town, so that today the original city (Huntington) is just one section of the much larger City of Bowie. Today the Huntington section of Bowie is enjoying something of a renaissance as a center for antique and craft shops.

Early in the 19th century, the area which later came to be known as Bowie was a rural area, dotted with small farms and large plantations; tobacco was the principal crop, and the economy was based on agriculture and slave labor. There were three great changes which put an end to the old way of life. First, the establishment of the Federal capital on the west edge of Prince George's County, on land which once had been part of the County. Second, the industrial revolution, with the advent of power machinery, in particular the Railroad. And third, of course, the Civil War.

The construction of the Railroad caused major changes. In the summer of 1835 the Baltimore & Ohio line was completed between Baltimore & Washington, and it was to change the County immeasurably. Small settlements like Beltsville and Hyattsville, located where the Railroad intersected the old turnpike, grow into major towns. The railroad began to replace the turnpike stage coach as the major means of transportation. But it did not help the planters of the eastern and southern sections of the

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2

Section 8 Page 2

County, who still needed a way of transporting their produce to market in volume. By the early 1850's a movement had began to establish another Railroad line through southern Maryland. Members of the local Bowie family were especially active in this effort. In 1853 they succeeded in getting a charter to form the Baltimore & Potomac Railroad Company, with Oden Bowie as the company's president. Plans to build the line were brought to an abrupt halt with the beginning of the Civil War; after the war Bowie approached the Pennsylvania Railroad, and an agreement was made to begin construction. The charter allowed for branch lines of up to 20 miles in length, and the Pennsylvania Railroad jumped at the chance to build a spur line into the growing city of Washington, thus entering finally into competition with the B&O for the Washington market. Plans were made to construct a 73 mile line from Baltimore to Popes Creek on the Potomac in Charles County; at a point 18 miles northeast of Washington, a spur from the main line was constructed into the Federal City. The station at this junction was named Bowie in honor of the company's president, elected Governor of Maryland in 1869, shortly after construction of the line began.¹

Into this situation came Ben M. Plumb, a land speculator and developer. Seeing the opportunity for development of the area at the railroad junction, he purchased approximately 300 acres of the Henry Carrick estate, and hired J.C. Lang to survey and plat a residential community centered around the railroad junction. The town was approximately one mile square, with numbered streets running east and west, and tree-named streets running north and south, forming a grid over the diagonal railroad line, and including a park area on both the east and west sides of town. In 1870, he published and circulated a Prospectus for Huntington City; it promised wide streets with reservations for church and school. The lots were 2500 square feet, and each would be sold for \$25 immediately, or \$30 over 6 months time. The railroad buildings would be "arranged and constructed as to be an ornament and honor to the town". Two "first-class carpenters" were at work building houses; plans for country residences of five, six and eight rooms were offered, to be built of brick with wide verandahs. Copious supplies of sandstone and clay for bricks were available locally. The site was advertised as being very healthful, "chills and fevers are entirely unknown." Five hundred lots had already been sold and Plumb summed up his sales pitch with this quotation: "Children will be able to be reared away from city temptations, and amid the refining influence of rural beauty and social culture."²

The purchase of lots began immediately. The town plat was not without faults, and some of the land sales were not quite legal, but the people came and began to build. Houses began to go up, some of the early ones built by the railroad company, for example, the twin shotgun houses at the corner of Ninth and Maple, and possibly part of the four-square house on Maple Avenue. The Italianate brick house which became the home of the Straining family, went up on Seventh Street; and in the 1880's solid Victorian houses like that of Bernard Luers on the south edge of town, and that of the Ingersolls on the north. A little later, Queen Anne Victorian houses, like that of Frank Luers on Tenth Street, appeared on the scene. The town was under way.³

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2

Section 8 Page 3

On the 2nd of July 1872 the first train ran through Huntington between Baltimore and Washington. Over the years, the branch to Washington became the main line between Washington and points north, and the Popes Creek line to southern Maryland changed the face of rural Prince George's County, becoming for the outlying farms the principal artery of commerce, education, business and leisure. The station had been called Bowie from the beginning, but within a decade or so, the town (which had been called Huntington by its developer) also took the name of the family to which it owed its existence.⁴

The population grew. By 1880, there were approximately 60 families, of a fairly even mix, black and white, including a substantial number of settlers from Germany. As might be expected the railroad was the biggest employer: there were 2 conductors, 2 engineers, a baggage master and a brakeman, as well as all the other professionals essential to a small town: postmaster, four merchants, four carpenters, a school teacher, telegraph operator, hotel keeper, two shoemakers, butcher, hostler, barber and clock-maker. The town was well on its way.⁵

The life and nucleus of this small town was its commercial center. Bowie always had a substantial number of stores clustered around the railroad junction, and later along Chestnut Avenue south of the tracks. As early as 1880, there were four general stores in the town. The first great fire took place in Bowie in April 1895. It started in John Seitz's Hotel, a three-story brick building which fronted on the Popes Creek line, and spread to consume Mrs. Watt's grocery on the south, and the Luers brothers' store and post office on the north. All three buildings were destroyed. Rebuilding began within a short time, soon there were more hotels and saloons along the railroad. A second major fire in October 1910 destroyed many commercial enterprises, some of which never recovered.⁶

As early as 1872 the Vestry of Holy Trinity Church, the Episcopal Church just 3 miles south in Collington, considered building a mission chapel in Huntington, but decided instead to build in Glenville, the next little community on the railroad line into Washington. The Episcopalians of Huntington met in homes, in particular the old stone house which had been built by the Peach family, and which stood on Sixth Street near Maple Avenue. The Bowie Methodist Church was organized in 1874, and a frame meeting house was constructed in 1884 on the east side of the Popes Creek line. In 1924 the present church was built on its present site, that of the old Peach house on Sixth Street. In 1885 a congregation of black Methodists was formed; their church (still standing) was built in 1913 on Eleventh Street, and called Ross Memorial after Rev. Nathan Ross. In 1893 Ascension Roman Catholic Church was established by Jesuits on the western edge of town. The church, which was destroyed by fire in November 1977, is presently being rebuilt. The substantial population of Germans in Bowie led to the establishment of Trinity Lutheran Church northwest of the town, the first German language services in Prince George's County.⁷

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. _____
Section 8 Page 4

The first school for white children was located near the original site of the Methodist Church on the Popes Creek Line. By 1911 there was pressure for a new and more substantial school. A building committee was formed, including some of the leading men of the time: J.W. Ryon, William Luers, Frank Luers, Dr. J.H. Truitt and A. J. Waters. They chose an architect and a plan, and in June 1912 the Board of School Commissioners purchased from Willis and Mary Johnston nine lots on the corner of Eighth and Chestnut, and the original section of this school building was opened later that year. Black children attended the school near the top of Horsepen Hill just southeast of town. After the Maryland Normal School (now Bowie State) opened in 1908, many of these students attended a model school on the college grounds where the teachers in training could get first hand teaching experience. Later, in 1927, during the period of Rosenwald funding for black schools, a substantial two-room school building for black children was constructed on tenth Street east of the railroad. This building still stands and has been converted into a private residence.⁸

The buildings of this survey district reflect the social and economic history of this late nineteenth century railroad town. They include the first dwellings constructed by the railroad company for its employees (Building Inventory #19 and #20); the first substantial brick dwelling constructed by a private owner (Building Inventory #2); attractive houses of the turn of the century (Building Inventory #39 and #40); a typical suburban cottage (Building Inventory #7) and typical foursquare "Classic Box" dwellings of ca. 1910 (Building Inventory #5 and #11); a 1906 Episcopal chapel (Building Inventory #13); a substantial brick school building of 1912 (Building Inventory #6); several early twentieth century commercial buildings (Building Inventory #21 and 29); the old Fire Station (Building Inventory #24); and the 1940's Post Office (Building Inventory #31), in short, all of the elements of a functioning small urban community. The boundary streets define a two-block square area which includes all of these elements: residential, commercial, religious and educational. The boundaries may be expanded or adjusted at some future time.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2

Section 8 Page 5

Notes

- 1 The Baltimore and Potomac Railroad, Pope's Creek Line, Prince George's County Historical Society, 1973.
- 2 Prospectus of Huntington, 1870.
- 3 Prince George's County Deeds; cf. Inventory forms #71B-2-1, #71B-12, #71B-2-2.
- 4 Washington Star, July 2, 1872.
- 5 Census for Prince George's County, Election District #14, 1880.
- 6 Prince George's Enquirer, April 19, 1895; October 14, 1910.
- 7 Holy Trinity Parish, Vestry Minutes; Bowie Register November 8, 1934. Prince George's County Deeds.
- 8 Cf. Inventory forms #71B-2-7 and #71B-10.

9. Major Bibliographical References

Survey No. P.G.#71B-2

Prospectus of Huntington, 1870; P.G.Co. Tax Assessments, 1874-1910; P.G.Co. Deeds; G.M. Hopkins Atlas of Prince George's County, 1878; Census for P.G. Co., 1870, 1880, 1900, 1910.

10. Geographical Data

Acreage of nominated property 800,000 sq. ft.

Tax map 29

Quadrangle name Laurel, Section I

Quadrangle scale _____

UTM References do NOT complete UTM references

A 

a

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Verbal boundary description and justification.

See Item #7

List all states and counties for properties overlapping state or county boundaries

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

11. Form Prepared By

name/title Susan G. Pearl, Research Historian

organization HPC

date September 1986

street & number c/o County Planning, MNCPPC

telephone 952-3521

city or town Upper Marlboro

state Md.

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

**Maryland Historical Trust
State Historic Sites Inventory Form**

Survey No. PG#71B-2

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Huntington City

and/or common Bowie (II) (Southeast of railroad Tracks)

2. Location

street & number Chestnut Avenue (8516-8606)1 11th Street (13001-13129) not for publication

city, town Bowie vicinity of congressional district 5

state Maryland county Prince George's County

3. Classification

| Category | Ownership | Status | Present Use |
|----------------------|----------------------------|-----------------------------|----------------------------|
| <u> </u> district | <u> </u> public | <u>X</u> occupied | <u> </u> agriculture |
| <u>X</u> building(s) | <u>X</u> private | <u> </u> unoccupied | <u>X</u> commercial |
| <u> </u> structure | <u> </u> both | <u> </u> work in progress | <u> </u> educational |
| <u> </u> site | Public Acquisition | Accessible | <u> </u> entertainment |
| <u> </u> object | <u> </u> in process | <u>X</u> yes: restricted | <u> </u> government |
| | <u> </u> being considered | <u> </u> yes: unrestricted | <u> </u> industrial |
| | <u>X</u> not applicable | <u>X</u> no | <u> </u> military |
| | | | <u> </u> museum |
| | | | <u> </u> park |
| | | | <u>X</u> private residence |
| | | | <u>X</u> religious |
| | | | <u> </u> scientific |
| | | | <u> </u> transportation |
| | | | <u> </u> other: |

4. Owner of Property (give names and mailing addresses of all owners)

name Eighteen (18) owners

street & number cf. Building Inventory telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber

street & number Main Street folio

city, town Upper Marlboro state MD

6. Representation in Existing Historical Surveys

title Prince George's County Inventory of Historic Sites

date 1974 federal state X county local

depository for survey records History Division, M-NCPPC

city, town Riverdale, state Maryland

7. Description

Survey No. PG#713-2

| | | | |
|------------------------------------|---------------------------------------|------------------------------------|--|
| Condition | | Check one | Check one |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input type="checkbox"/> original site |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins | <input type="checkbox"/> altered | <input type="checkbox"/> moved date of move _____ |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | |

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Description

The second historic survey district for Bowie, formerly Huntington City, is an area of approximately one-and-one-half blocks square, or 275,000 square feet. It is located southeast of the Amtrak Railroad tracks, and is roughly defined by the following streets:

11th Street on the north;
12th Street, and a line half-way between 11th and 12th Streets,
on the south;
Railroad Avenue on the west;
125 feet east of Chestnut Avenue, and Myrtle Avenue, on the east.

This area comprises R-55 zoning (single-family detached) in the easterly and southerly sections, and C-C zoning (community commercial) at the intersection of 11th Street and Chestnut Avenue in the westerly section. Eighteen (18) buildings are included and described:

9 residences, 7 commercial establishments, 1 church and 1 abandoned meeting hall.

Two of these buildings were documented as part of the 1985-86 historic sites survey of Prince George's County:

Building Inventory #8: Fabian House and Bet's Antiques, (Joffe Store)
P.G. #71B-2-4.

Building Inventory #17: Ryon House, P.G. #71B-2-3.

Inventory forms for these two buildings are submitted as part of this District survey.

The survey district includes 17 contributing buildings and one non-contributing building. The contributing buildings range in date of construction from 1898 (e.g., the Joffe Store), through early twentieth century dwellings, to commercial buildings of the 1930's and 1940's. The single non-contributing building is a brick rambler of the 1950's.

This survey district is characterized by commercial buildings of the early twentieth century, bordered by residential buildings on the east, west and south. The most numerous housing styles are "Classic Box" and bungalows, as well as one example each of side-gabled, front-gabled and cross-gabled frame dwellings.

*Ref. survey of area of Bowie, formerly Huntington City, for 1985
Building Inventory #8: Fabian House and Bet's Antiques, (Joffe Store)
P.G. #71B-2-4.
Building Inventory #17: Ryon House, P.G. #71B-2-3.*

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. PG#71B-2

Description (continued)

Section 7 Page 2

The area is urban, and consists of city blocks laid out in a grid system, made irregular by the diagonal line of the railroad tracks on the west. The individual lots are 20 by 125 feet, or 2,500 square feet. In the residential area in the south and east, the streets are tree-lined. In the westerly commercial section, there is a sidewalk on each side of the street, and virtually no trees.

A building inventory follows; it includes brief descriptions of all 18 buildings. Maryland Historical Trust Inventory forms follow for the Joffe Store and the Ryon House.

Building Inventory
Bowie Survey District II
Southeast of Railroad Tracks

- A = Contributing resource with exceptionally high levels of integrity and historic and/or architectural significance.
- B = Contributing resource with high level of integrity and historic and/or architectural significance.
- C = Contributing resource with low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration, or by further research.
- E = A resource which does not contribute to the significance of the whole.

1. (C) The Grocery, 8605 Chestnut Avenue (east side), 1940's, Tax Map 29, Block 30, Lots 8 and 9.

One-story concrete block building with a stepped-gable front, painted blue-gray. Four bay, with entrance in the center of the west facade.

Although constructed later than the general period of significance of this community, the Grocery is a landmark and nucleus of this railroad junction, and is of a compatible style which contributes to the whole.

2. (B) CNT Antiques, 8606 Chestnut Avenue (originally Bowie Building Association) (west side), 1920's, Tax Map 29, Block 18, Lot 17.

One-story brick-front concrete block building with a flat roof and a stepped roofline on the two longer facades. Three-by-three bay with the entrance in the center of the third bay on the main (east) facade. Corbelled brick cornice. Pedimented entrance canopy with door flanked by pilasters. Windows have flat arches.

This building is important as the headquarters of the Bowie Building Association, which financed much of the development of this community.

3. (B) Welcome House, 8604 Chestnut Avenue (originally Odd Fellows Lodge) (west side) ca. 1915, Tax Map 29, Block 18, Lots 15 and 16.

Two-story front-gabled house, with a jerkinhead roof in the front gable and returned cornices. Yellow horizontal siding on first story, brown shingles on second. Two-by-three bay with center door. 6/6 windows and exterior chimney on south side.

- 2 -

A visible landmark, this large building is also significant as the Odd Fellows Lodge.

4. (B) Bowie Transmission, 13025 11th Street (formerly Bowie Bank) (south side), 1920's, Tax Map 29, Block 18, Lots 6-9.

One-story white molded concrete block building with a flat roof. Three-by-three bay. Ornamented cornice painted gray.

Significant as the first Bank of Bowie.

5. (B) Johnston House, 13001 11th Street (south side), ca. 1900, Tax Map 29, Block 19, Lot 2.

Two-story cross-gabled I-house and wing with a green asphalt shingle roof and white aluminum siding. Each gable is one bay wide. 1/1 windows.

Typical of the cross-gable dwellings in this community.

6. (B) Mullikin House, 13024 11th Street (north side), ca. 1910, Tax Map 29, Block 17, Lot 11.

Classic two-story four-square house with hip roof. Three-by-three bay and 6/1 windows. Porch at entrance on south side, with classical-revival Tuscan columns. One-story shed-roofed addition to east and west facades.

A much altered example of the "Classic Box" style of dwelling, popular in this community in the early twentieth century.

7. (C) House of Hegedus, 8521 Chestnut Avenue (east side), 1930's, Tax Map 29, Block 31, Lots 1 and 2.

Two-and-one-half story gambrel-roof building with German siding and black, white, and orange trim. Three-by-seven bay with entrance in center bay of west facade, between two large shop windows. Four 6/6 windows at second story, over entrance.

Constructed in a style to be compatible with the adjoining Joffe Store.

8. (A) Fabian House and Bet's Antiques, 8519 Chestnut Avenue (east side), 1898, P.G. #71B-2-4, Tax Map 29, Block 31, Lots 3-6.

Large, two-part, two-and-one-half-story frame commercial building with shallow-pitch gambrel roof. Entrances in third and fifth bays of principal six-bay west facade. North half (built as residence) has two-story inset porch with plain Tuscan columns and turned balusters. South half (built as store) has one-story three-bay porch and projecting shop windows. German

- 3 -

siding on first and second stories, rectangular lapped shingle above, all painted beige. Round-arched windows at loft level.

Probably the most prominent visual feature in this community, the Joffe Store is an outstanding example of late nineteenth century dwelling-and-store combination.

9. (C) Country Lace Antiques, 8520 Chestnut Avenue (west side), ca. 1910, Tax Map 29, Block 19, Lots 10 and 11.

Two-story four-square house with a hip roof covered in white aluminum siding. Green asbestos shingled roof with chimney at ridge. Two by three bay with enclosed one-story porch on east front. Flat-roofed addition, one-story, on south.

Although altered, typical of the popular "Classic Box" dwelling type.

10. (B) House, 8516 Chestnut Avenue (west side), ca. 1920, Tax Map 29, Block 19, Lot 16.

Small two-story front-gabled house with white asbestos shingle siding. Two-by-three bay, central chimney at ridge.

Typical of the more modest, front-gabled house style.

11. (B) Fladung House, 8517 Chestnut Avenue (east side), ca. 1920, Tax Map 29, Block 31, Lot 9.

Two-story side-gabled hip-roof house with beige German siding and white louvered shutters. Three-bay on first story, two bay on second. Entrance in center of third bay, west facade. 1/1 windows. Full facade one-story hip-roof porch with turned posts and plain railing. Exterior concrete block chimney at north end and interior brick chimney at the ridgeline, rear wing.

An early twentieth century dwelling which contributes visually to this commercial nucleus of the Huntington community.

12. (C) Old Meeting House, now abandoned, 13004 12th Street (north side), ca. 1920, Tax Map 29, Block 19, Lot 24.

One-story gable-roofed building, six bays long, with green shutters and a standing-seam metal roof. Covered with white synthetic board and asbestos shingles. Entrance in south gable end. Partial concrete basement.

Although deteriorated, this building is significant as the meeting place of the black members of the Knights of St. John.

13. (B) Bungalow, 13105 11th Street (south side), ca. 1920, Tax Map 29, Block 31, Lot 11.

- 4 -

One-and-one-half story gable-front bungalow covered with German siding. Jerkinhead roof in the front gable. Geometric patterned porch railing. On concrete foundation.

This bungalow, representative of a popular house style here in the 1920's, is somewhat unusual in its use of the clipped gable roof. It was built as a parsonage for Ross Memorial Church, using materials from the original Bowie Methodist which was replaced in 1924.

14. (C) Faith Independent Baptist Church, 13111 11th Street (Ross Memorial) (south side), ca. 1909, Tax Map 29, Block 31, Lots 13 and 14.

One-story gable-front frame church building with lower brick entry vestibule. Entrance through double door in center of entry vestibule. Modern 1/1 replacement windows on east and west facades; white synthetic siding.

Although altered, this building is important as the Ross Memorial Methodist Church, which in 1909 replaced the first Methodist meeting house for blacks in Bowie.

15. (E) 1950's House, 13117 11th Street (south side), Tax Map 29, Block 31, Lot 16.

One-story gable-front brick rambler with wing. Entry in first bay of wing.

16. (B) Bungalow, 13119 11th Street (south side), ca. 1920, Tax Map 29, Block 31, Lot 20.

One-and-one-half story hip-roof bungalow with hip dormer centered in the north (front) plane of the roof. Entrance in center of north facade. One-story screened porch with square panelled columns.

This is another example of the bungalow style of dwelling, popular in this community in the 1920's.

17. (A) Ryan House, 13125 11th Street (south side), P.G. #71B-2-3, 1903, Tax Map 29, Block 31, Lots 30-36 and 55-61.

Two-and-one-half-story cross-gable frame house of "Classic Box" design with same Queen Anne style decorative elements. German siding on first siding, rectangular lapped shingle above, all painted white. Entrance in first bay of three-bay north gable end, sheltered by facade-wide porch with turned posts.

This dwelling, built by one of Bowie's leading families, is a prominent landmark, and is one of the best examples of the popular "Classic Box" house style in Bowie.

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18. (B) Bungalow, 13129 11th Street (south side), 1924, Tax Map 29, Block 31, Lot 36.

Two-story side-gabled bungalow with deep shed-roof dormer in center of north (front) plane of steeply pitched green asphalt-shingled roof. House covered with yellow synthetic horizontal siding with white trim. 6/1 windows. Enclosed porch with double square columns on brick bases. Exterior corbelled brick chimney in front of ridge at west gable end. Interior chimney at ridge near east gable end.

This is a good example of the bungalow style of dwelling, popular in this community in the 1920's.

19. (E) 1950's House, 8515 Chestnut Avenue (east side), Tax Map 29, Block 31, Lots 12 and 13.

One-and-one-half story, three-by-two-bay frame side-gabled dwelling; entrance in third bay of principal west facade. Siding is horizontal board painted beige.

20. (C) Early 20th century railroad control tower, inside the angle formed by the Washington and Popes Creek lines, Tax Map 29, Parcel 104.

Two-story frame control tower with pyramidal roof, covered with asbestos shingle painted beige; all trim painted a darker mauve. Second story projecting bay on northwest facade: two 9/1 windows over horizontal wainscot panels. Exterior metal stairway to second story door on southeast facade.

This control tower, freight-and-ticket office, and waiting shed are important in that they are among the only surviving remnants of the early days of the Washington line of the Pennsylvania Railroad.

21. (C) Early 20th century freight shed and ticket office, inside the angle formed by the Washington and the Popes Creek lines, Tax Map 29, Parcel 104.

One-story frame hip-roof building, four bays by two bays. Freight entrances on both southeast and northwest facades. Asbestos shingle painted beige, with darker mauve trim.

This complex of freight shed and ticket office, control tower, and waiting shed, is important in that these buildings are among the only surviving remnants of the early days of the Washington line of the Pennsylvania Railroad.

22. (E) 1960's House, 13124 12th Street (north side), Tax map 29, Block 31, lots 50-54. One-story cross-gable rambler style dwelling, brick and frame painted white, circle driveway approach.

23. (C) Cottage, 13106 11th Street (north side), ca. 1940's, Tax Map 29, Block 30, Lots 39-42.

One-and-one-half story frame hip/gambrel-roof cottage with brick veneer. Gray asbestos shingle roof; hip dormer with two windows centered in main south plane of roof. Entrance in third (eastmost) bay of three bay main south facade.

Part of a streetscape of small suburban dwellings.

24. (B) Belair-Bowie Lions Club, 13108 11th Street (north side) ca. 1930's, Tax Map 29, Block 30, Lots 43-36.

One-story, front-gabled meeting house built of molded concrete block with stepped parapet. Entrance in first bay of two-bay main south facade; parking lot east of building.

Established visual feature in this early twentieth century streetscape.

25. (C) Cottage, 13114 11th Street (north side), ca. 1940's, Tax Map 29, Block 30, Lots 47-50.

One-and-one-half story square frame cottage with shallow hip roof and hip dormer in principal south plane of roof. Sided with white asbestos shingle; enclosed porch across south front. One-story addition on west. Lot bounded by white board fence.

Part of a streetscape of small suburban dwellings.

26. (E) Cottage, 13118 11th Street (north side), ca. 1950's, Tax Map 29, Block 30, Lots 53-55.

One-and-one-half story frame side-gabled cottage. Central entrance in main south facade has modern classical enframement, fluted pilasters. House sheathed with white asbestos shingle, green louvered shutters, modern windows. Two gable dormers in south plane of roof.

27. (E) Cottage, 13122 11th Street (north side), ca. 1950's, Tax map 29, Block 30, Lots 56-59.

One-and-one-half story side-gabled frame dwelling. Entrance in central bay of three-bay main south facade has pedimented entry porch. Building is covered with white asbestos shingle; green louvered shutters, screen porch in east gable end. Two gable dormers in south plane of roof.

28. (E) Cottage, 13126 11th Street (north side), circa. 1950's, Tax Map 29, Block 30, Lots 60-63.

- 7 -

One-story, side-gabled frame cottage; entrance in second bay of four-bay south facade has pedimented entry porch with plain double posts. Bright green batten shutters; carport on east gable end. Lot bounded by white board fence.

29. (E) Cottage, 13130 11th Street, (north side), circa 1950's, Tax Map 29, Block 30, Lots 73-76.

One-and-one-half story side-gabled frame cottage with stone veneer and brown asbestos shingle roof; two gable dormers with casement windows in south plane of roof. Central entrance has pedimented entry porch with plain panelled posts.

30. (E) 1980's House, 13103 11th Street, (south side), Tax Map 29, Block 31, Lots 14-15.

Two-story front-gabled neo-Victorian frame dwelling, with asymmetrical gables sided with fish-scale shingle. First story covered with blue synthetic German siding. Projecting semi-octagonal bay. Porch in east bay of main north facade has plain railing.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2

Section 3 Page 4

The first school for white children was located near the original site of the Methodist Church on the Popes Creek Line. By 1911 there was pressure for a new and more substantial school. A building committee was formed, including some of the leading men of the time: J.W. Ryon, William Luers, Frank Luers, Dr. J.H. Truitt and A. J. Waters. They chose an architect and a plan, and in June 1912 the Board of School Commissioners purchased from Willis and Mary Johnston nine lots on the corner of Eighth and Chestnut, and the original section of this school building was opened later that year. Black children attended the school near the top of Horsepen Hill just southeast of town. After the Maryland Normal School (now Bowie State) opened in 1908, many of these students attended a model school on the college grounds where the teachers in training could get first hand teaching experience. Later, in 1927, during the period of Rosenwald funding for black schools, a substantial two-room school building for black children was constructed on tenth Street east of the railroad. This building still stands and has been converted into a private residence.⁸

The buildings of this survey district reflect the social and economic history of this late nineteenth century railroad town. They include a combination commercial-residential building of 1898 (Building Inventory #8); frame dwellings of the turn of the century (Building Inventory #5, #6 and #17); a 1913 meeting-house style A.M.E. Church (Building Inventory #14; an Odd Fellows Lodge of ca. 1915 (Building Inventory #3); bungalows of the 1920's (Building Inventory #13, #16, and #18); a molded concrete block bank building of the 1920's (Building Inventory #4); and commercial buildings of the 1930's and 1940's (Building Inventory #1 and #7), in short, the important elements of a functioning small urban community. The boundary streets define a one-and-one-half block area which includes all of these elements, residential, commercial, and religious. The boundaries may be expanded or adjusted at some future time.

Notes

¹ The Baltimore and Potomac Railroad, Pope's Creek Line, Prince George's County Historical Society, 1973.

² Prospectus of Huntington, 1870.

³ Prince George's County Deeds; cf. Inventory forms #71B-2-1, #71B-12, #71B-2-2.

⁴ Washington Star, July 2, 1872.

⁵ Census for Prince George's County, Election District #14, 1880.

⁶ Prince George's Enquirer, April 19, 1895; October 14, 1910.

⁷ Holy Trinity Parish, Vestry Minutes; Bowie Register November 8, 1934. Prince George's County Deeds.

⁸ Cf. Inventory forms #71B-2-7 and #71B-10.

8. Significance

Survey No. PG#71B-2

| Period | Areas of Significance—Check and justify below | | | |
|--------------------------------------|---|---|---|--|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
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| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> architecture | <input type="checkbox"/> education | <input type="checkbox"/> military | <input type="checkbox"/> social/ |
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Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Significance

The second historic survey district for Bowie, formerly Huntington City, is a one-and-one-half block section of the town which was platted in 1870 and incorporated in 1916. The 18 buildings included in this survey reflect the society and economy of this late nineteenth century railroad town. The period of significance of the buildings ranges from 1898 (the rebuilding of major commercial buildings after the fire of 1895) into the 1930's and 1940's, with the building of newer commercial establishments. Bowie began to fade from prominence in the 1950's when Belair at Bowie began to be developed by the Levitt Corporation on the old Ogle-Woodward estate ca. 4 miles to the south. The new Belair subdivisions were sequentially annexed by the older incorporated town, so that today the original city (Huntington) is just one section of the much larger City of Bowie. Today the Huntington section of Bowie is enjoying something of a renaissance as a center for antique and craft shops.

Early in the 19th century, the area which later came to be known as Bowie was a rural area, dotted with small farms and large plantations; tobacco was the principal crop, and the economy was based on agriculture and slave labor. There were three great changes which put an end to the old way of life. First, the establishment of the Federal capital on the west edge of Prince George's County, on land which once had been part of the County. Second, the industrial revolution, with the advent of power machinery, in particular the Railroad. And third, of course, the Civil War.

The construction of the Railroad caused major changes. In the summer of 1835 the Baltimore & Ohio line was completed between Baltimore & Washington, and it was to change the County immeasurably. Small settlements like Beltsville and Hyattsville, located where the Railroad intersected the old turnpike, grew into major towns. The railroad began to replace the turnpike stage coach as the major means of transportation. But it did not help the planters of the eastern and southern sections of the

MARYLAND HISTORICAL TRUST
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Statement of Significance (continued)

Survey No. PG#71B-2

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County, who still needed a way of transporting their produce to market in volume. By the early 1850's a movement had began to establish another Railroad line through southern Maryland. Members of the local Bowie family were especially active in this effort. In 1853 they succeeded in getting a charter to form the Baltimore & Potomac Railroad Company, with Oden Bowie as the company's president. Plans to build the line were brought to an abrupt halt with the beginning of the Civil War; after the war Bowie approached the Pennsylvania Railroad, and an agreement was made to begin construction. The charter allowed for branch lines of up to 20 miles in length, and the Pennsylvania Railroad jumped at the chance to build a spur line into the growing city of Washington, thus entering finally into competition with the B&O for the Washington market. Plans were made to construct a 73 mile line from Baltimore to Popes Creek on the Potomac in Charles County; at a point 18 miles northeast of Washington, a spur from the main line was constructed into the Federal City. The station at this junction was named Bowie in honor of the company's president, elected Governor of Maryland in 1869, shortly after construction of the line began.¹

Into this situation came Ben M. Plumb, a land speculator and developer. Seeing the opportunity for development of the area at the railroad junction, he purchased approximately 300 acres of the Henry Carrick estate, and hired J.C. Lang to survey and plat a residential community centered around the railroad junction. The town was approximately one mile square, with numbered streets running east and west, and tree-named streets running north and south, forming a grid over the diagonal railroad line, and including a park area on both the east and west sides of town. In 1870, he published and circulated a Prospectus for Huntington City; it promised wide streets with reservations for church and school. The lots were 2500 square feet, and each would be sold for \$25 immediately, or \$30 over 6 months time. The railroad buildings would be "arranged and constructed as to be an ornament and honor to the town". Two "first-class carpenters" were at work building houses; plans for country residences of five, six and eight rooms were offered, to be built of brick with wide verandahs. Copious supplies of sandstone and clay for bricks were available locally. The site was advertised as being very healthful, "chills and fevers are entirely unknown." Five hundred lots had already been sold and Plumb summed up his sales pitch with this quotation: "Children will be able to be reared away from city temptations, and amid the refining influence of rural beauty and social culture."²

The purchase of lots began immediately. The town plat was not without faults, and some of the land sales were not quite legal, but the people came and began to build. Houses began to go up, some of the early ones built by the railroad company, for example, the twin shotgun houses at the corner of Ninth and Maple, and possibly part of the four-square house on Maple Avenue. The Italianate brick house which became the home of the Straining family, went up on Seventh Street; and in the 1880's solid Victorian houses like that of Bernard Luers on the south edge of town, and that of the Ingersolls on the north. A little later, Queen Anne Victorian houses, like that of Frank Luers on Tenth Street, appeared on the scene. The town was under way.³

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#71B-2

Section 3 Page 3

On the 2nd of July 1872 the first train ran through Huntington between Baltimore and Washington. Over the years, the branch to Washington became the main line between Washington and points north, and the Popes Creek line to southern Maryland changed the face of rural Prince George's County, becoming for the outlying farms the principal artery of commerce, education, business and leisure. The station had been called Bowie from the beginning, but within a decade or so, the town (which had been called Huntington by its developer) also took the name of the family to which it owed its existence.⁴

The population grew. By 1880, there were approximately 60 families, of a fairly even mix, black and white, including a substantial number of settlers from Germany. As might be expected the railroad was the biggest employer: there were 2 conductors, 2 engineers, a baggage master and a brakeman, as well as all the other professionals essential to a small town: postmaster, four merchants, four carpenters, a school teacher, telegraph operator, hotel keeper, two shoemakers, butcher, hostler, barber and clock-maker. The town was well on its way.⁵

The life and nucleus of this small town was its commercial center. Bowie always had a substantial number of stores clustered around the railroad junction, and later along Chestnut Avenue south of the tracks. As early as 1880, there were four general stores in the town. The first great fire took place in Bowie in April 1895. It started in John Seitz's Hotel, a three-story brick building which fronted on the Popes Creek line, and spread to consume Mrs. Watt's grocery on the south, and the Luers brothers' store and post office on the north. All three buildings were destroyed. Rebuilding began within a short time, soon there were more hotels and saloons along the railroad. A second major fire in October 1910 destroyed many commercial enterprises, some of which never recovered.⁶

As early as 1872 the Vestry of Holy Trinity Church, the Episcopal Church just 3 miles south in Collington, considered building a mission chapel in Huntington, but decided instead to build in Glenville, the next little community on the railroad line into Washington. The Episcopalians of Huntington met in homes, in particular the old stone house which had been built by the Peach family, and which stood on Sixth Street near Maple Avenue. The Bowie Methodist Church was organized in 1874, and a frame meeting house was constructed in 1884 on the east side of the Popes Creek line. In 1924 the present church was built on its present site, that of the old Peach house on Sixth Street. In 1885 a congregation of black Methodists was formed; their church (still standing) was built in 1913 on Eleventh Street, and called Ross Memorial after Rev. Nathan Ross. In 1893 Ascension Roman Catholic Church was established by Jesuits on the western edge of town. The church, which was destroyed by fire in November 1977, is presently being rebuilt. The substantial population of Germans in Bowie led to the establishment of Trinity Lutheran Church northwest of the town, the first German language services in Prince George's County.⁷

9. Major Bibliographical References

Survey No. PG#71B-2

Cf. Notes, Item #8

10. Geographical Data

Acreage of nominated property ca. 275,000 sq. ft.Quadrangle name LAUREL

Quadrangle scale _____

UTM References do NOT complete UTM references

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

11. Form Prepared By

name/title Susan G. Pearl, Research/Architectural Historian

organization P.G. County Historic Preservation Commission date 1986/1988

street & number #4010 C.A.B., M-NCPPC telephone 952-3521

city or town Upper Marlboro state Maryland 20772

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

HUNTINGTON CITY.



JUNCTION CENTRE **B. & P.** BALTIMORE & POTOMAC

MARYLAND.

1870

(30x38 1/2)

1870

Plat Logo

PG:71B-2

HUNTINGTON

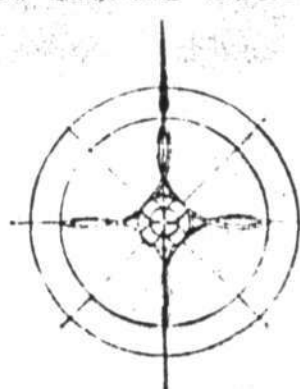
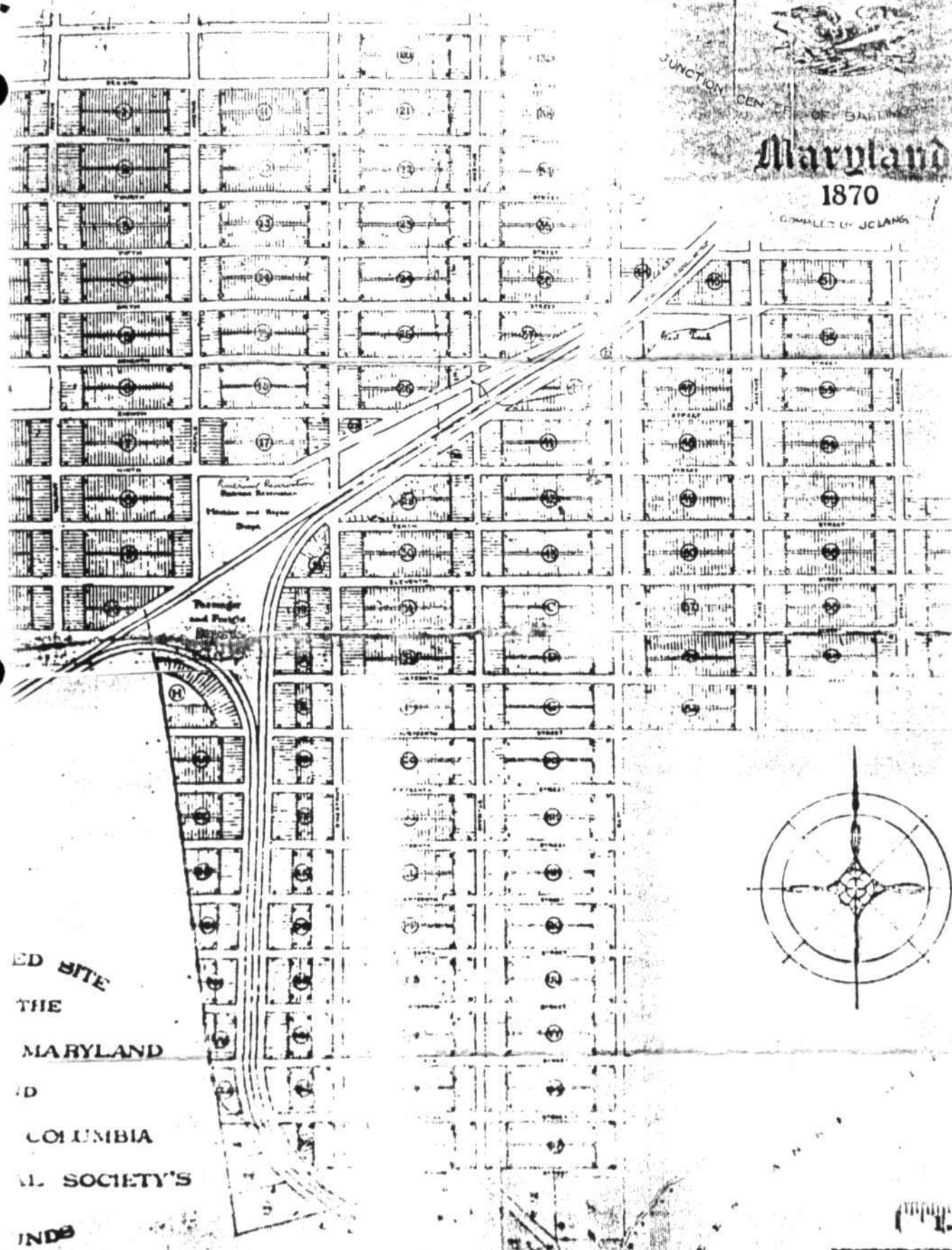


JUNCTION CENTER OF BARLING

Maryland

1870

COMPILED BY J. CLARK

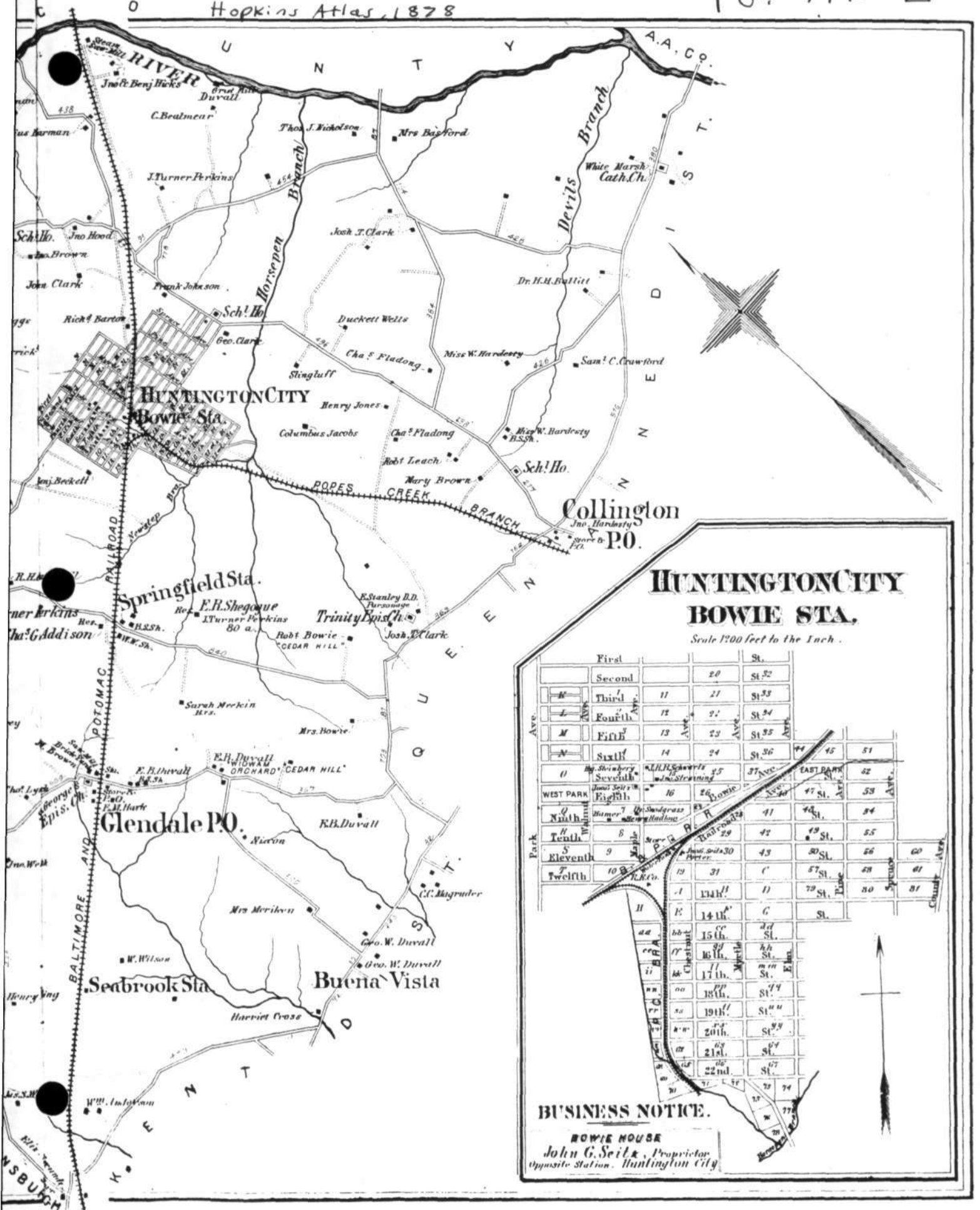


ED SITE
THE
MARYLAND
ID
COLUMBIA
AL SOCIETY'S
INDS

PG 71B2

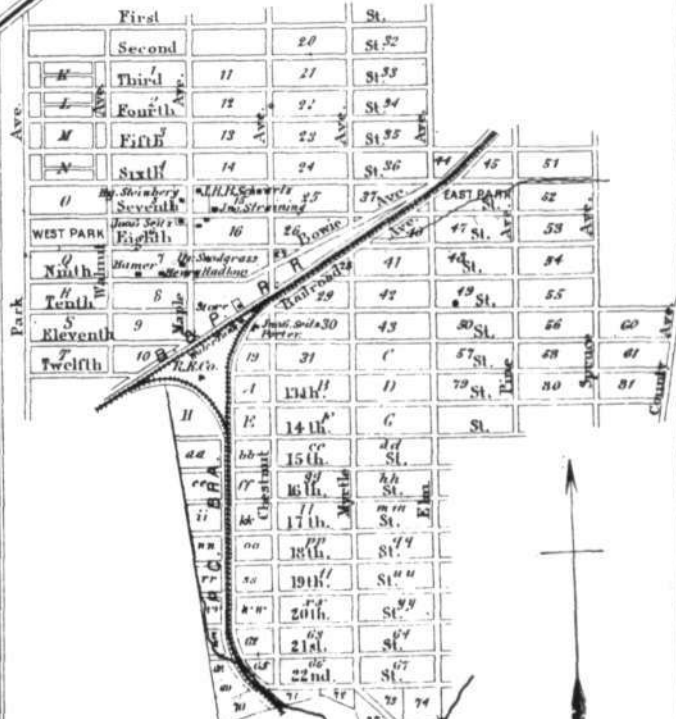
1870 Plat of Huntington

| |
|-------------|
| AVENUE H.B. |
| 1870 H.B. |
| 1870 H.B. |
| 1870 H.B. |



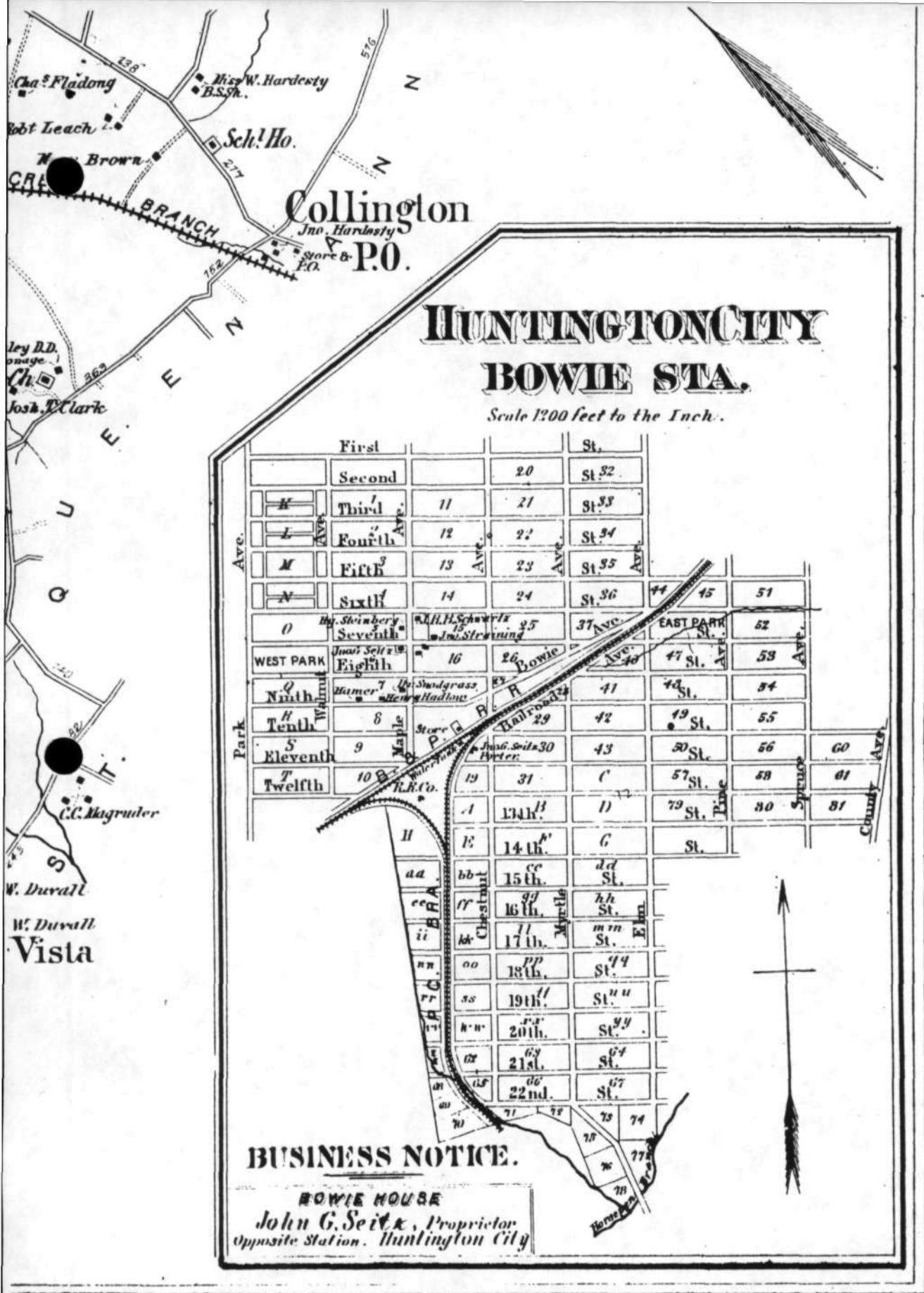
HUNTINGTON CITY BOWIE STA.

Scale 1200 feet to the Inch.



BUSINESS NOTICE.

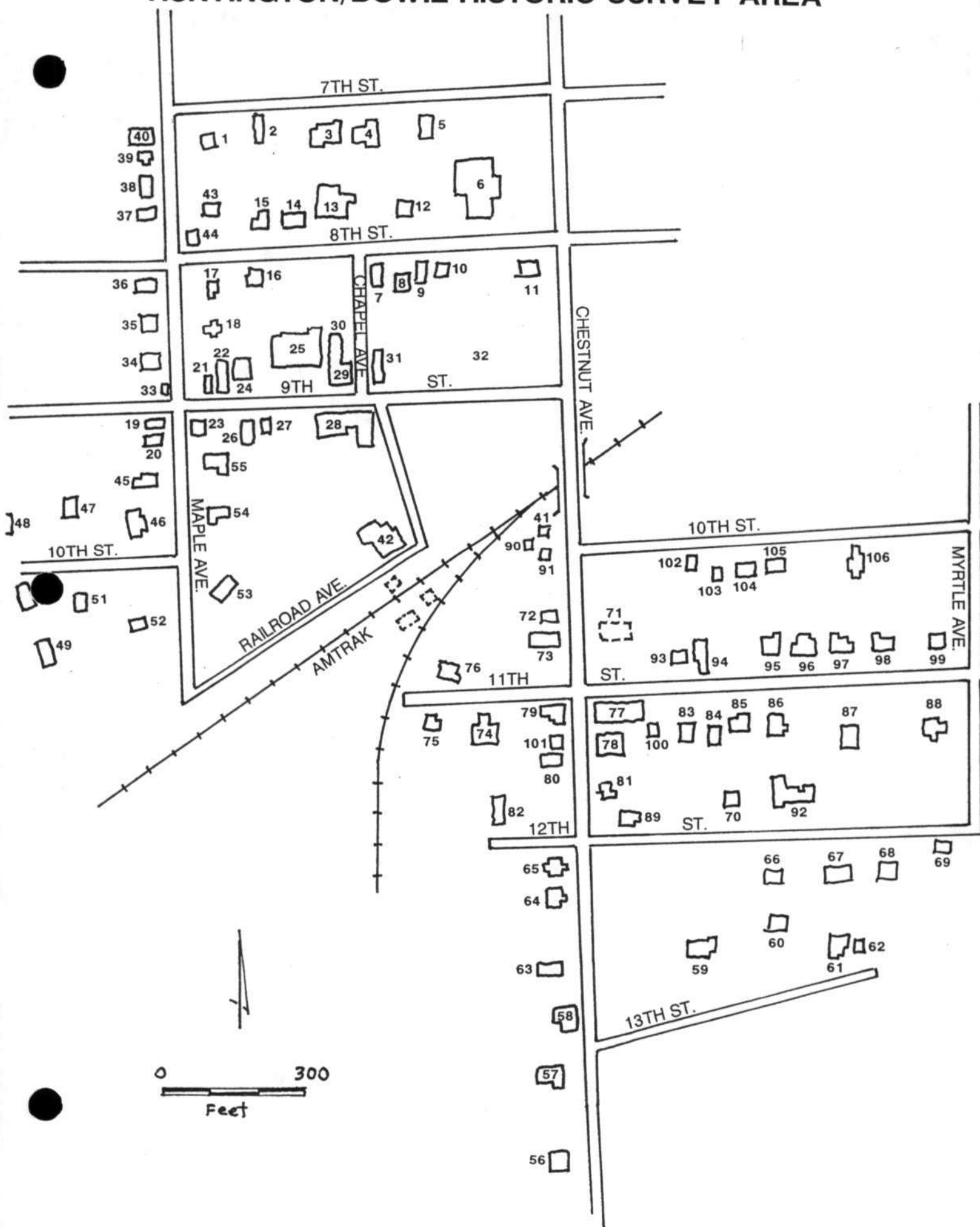
BOWIE HOUSE
John G. Seitz, Proprietor
Opposite Station, Huntington City

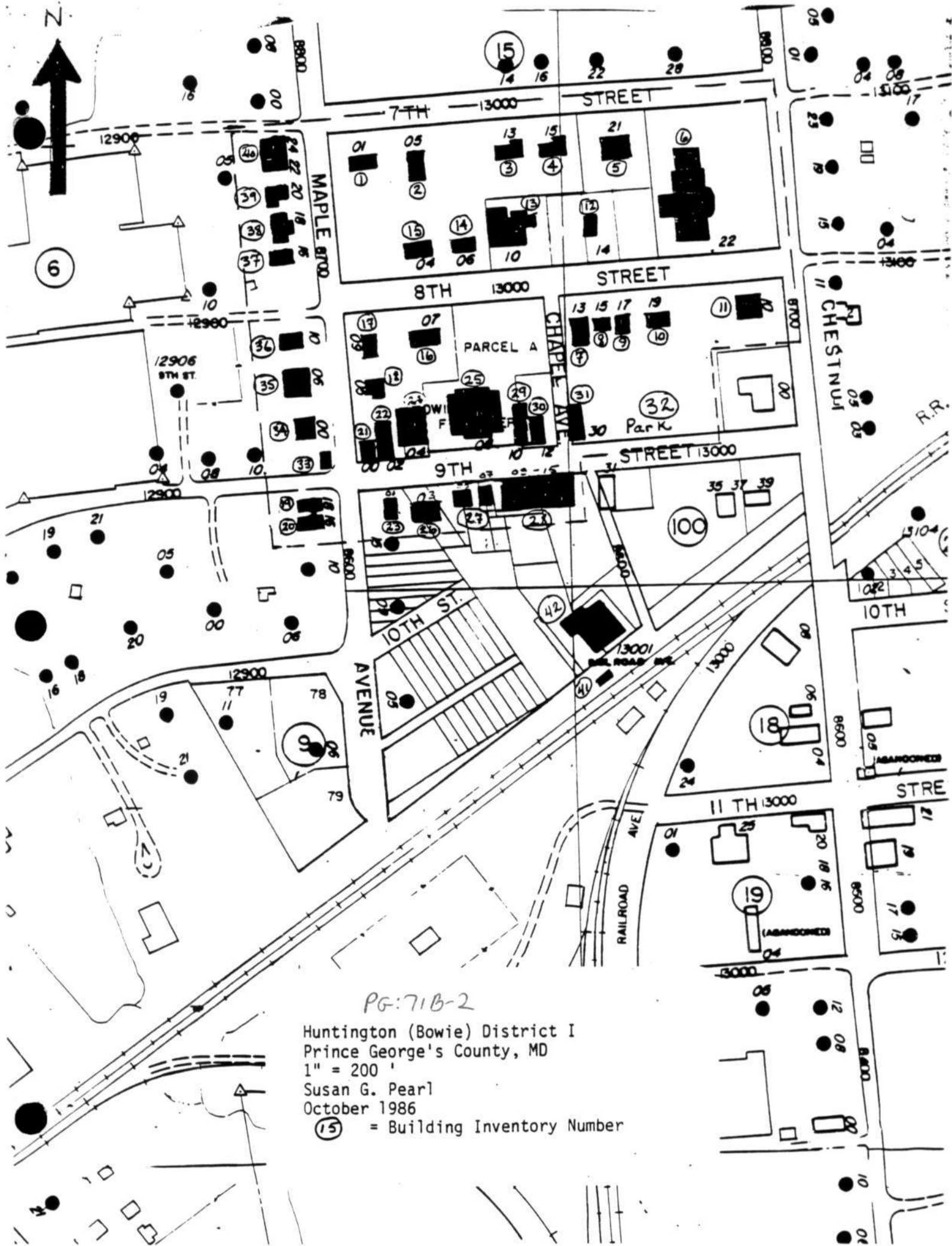


1878 Hapkins Atlas

PG:71B-2

HUNTINGTON/BOWIE HISTORIC SURVEY AREA





PG:71B-2

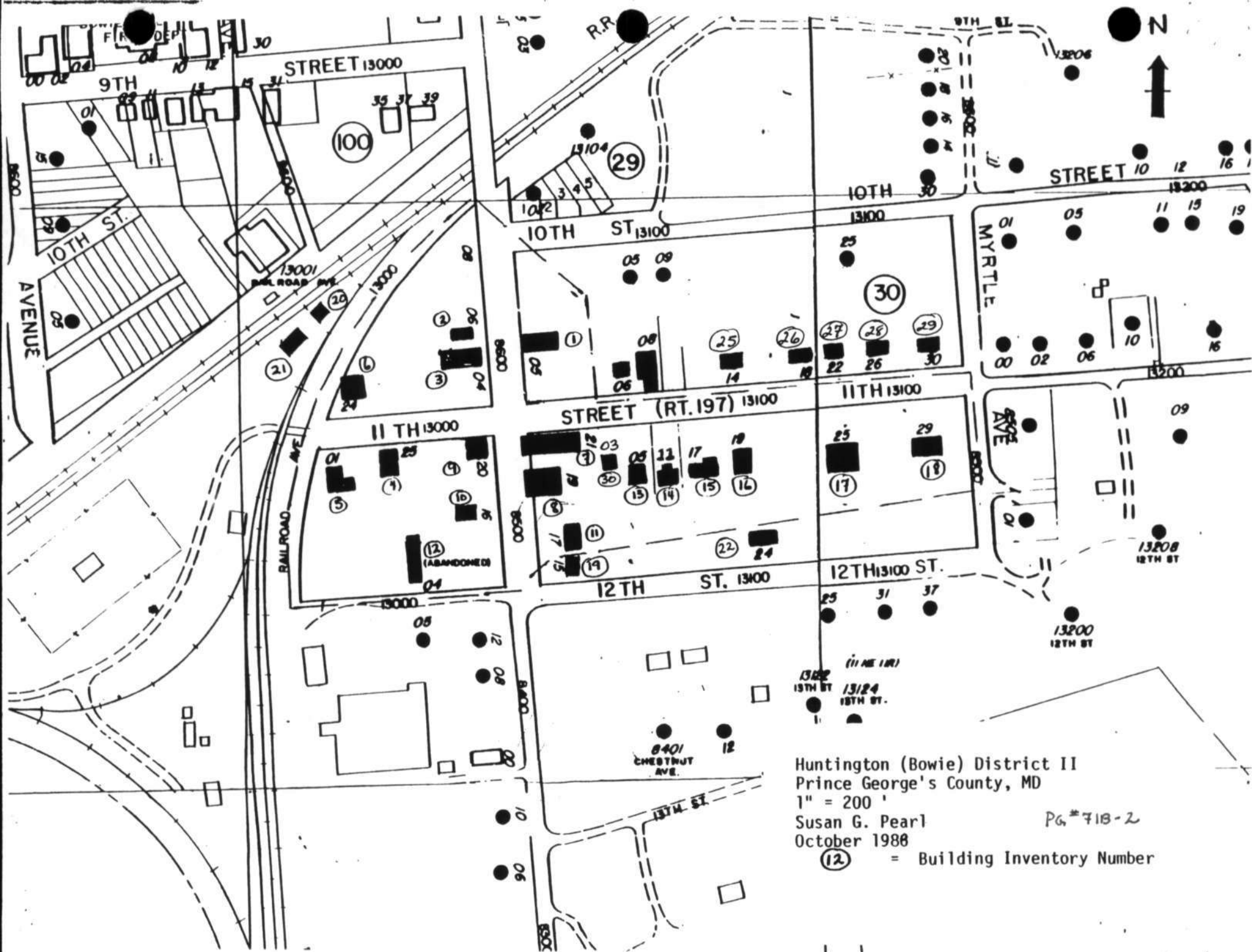
Huntington (Bowie) District I
Prince George's County, MD

1" = 200'

Susan G. Pearl

October 1986

(15) = Building Inventory Number



Huntington (Bowie) District II
 Prince George's County, MD
 1" = 200'
 Susan G. Pearl
 October 1988

PG #718-2

(12) = Building Inventory Number

● R-R

WILLIAM T
HUBBERT
5373 / 083
4.80A. P.213

R-R

R-55

LAUREL BOYD RD.
468-4

71B-2-1

71B-2-6

71B-2-7

71B-2-5

71B-2-2

R-55

71B-2-3

71B-2-4

71B-13

R-R

I-1

NEW JERSEY
STEEL CORP.
5546/680

NANCY BROWN
4182/813

R-R

71B-12

71B-11

P6:71B-2



Bowie Transmission (Bldg. Inv. #4) and Johnston House (Bldg. Inv. #5)
from Northeast



The Grocery (Bldg. Inv. #1) from southwest

PG 71B-2



Building Inventory #9, Southeast elevation



Bldg. Inventory #3 and 2, East elevation on Chestnut Avenue

PG: 71B-2



House of Hegedus (Bldg.Inv.#7), Joffe Store (#71B-2-4, Bldg.Inv.#8),
and Country Lace Antiques (Bldg.Inv.#9)

View from North